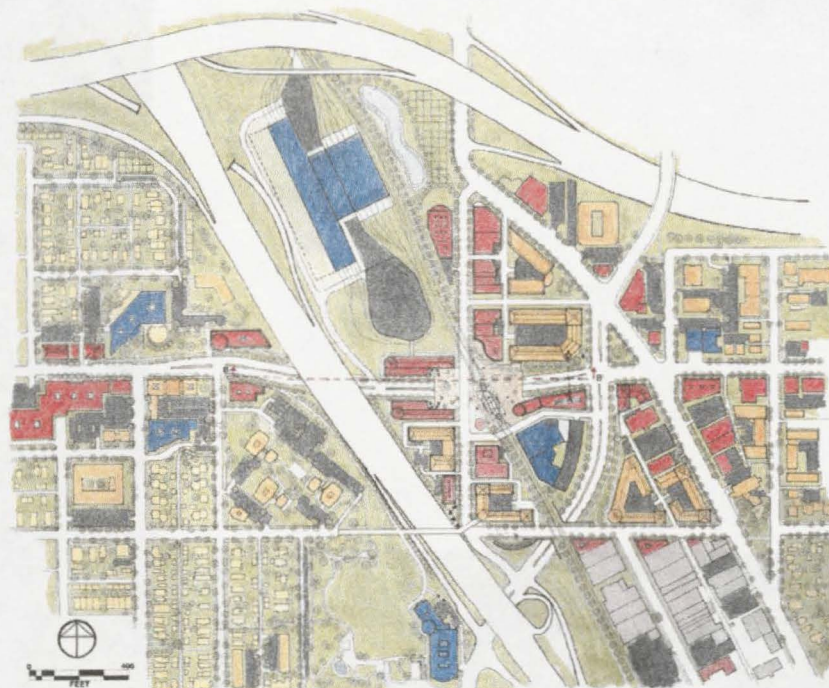


before



after

FRANKLIN AVENUE LRT STATION AREA PLANNING AND DESIGN

CURA RESOURCE COLLECTION
Center for Urban and Regional Affairs
University of Minnesota
330 Humphrey Center

CAPSTONE 2000 RICH HARRISON
DEPARTMENT OF LANDSCAPE ARCHITECTURE
UNIVERSITY OF MINNESOTA, MINNEAPOLIS MINNESOTA

September, 2005

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The content is solely the responsibility of the author and is not necessarily endorsed by NPCR.

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CURA RESOURCE COLLECTION

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University of Minnesota
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To my Family and Friends for their support, ideas, encouragement and being there through the thick and thin.



Looking westbound above Franklin Avenue

Aerial photo taken April 2000 Looking south-southeast

Flight piloted by CJ Fernandez



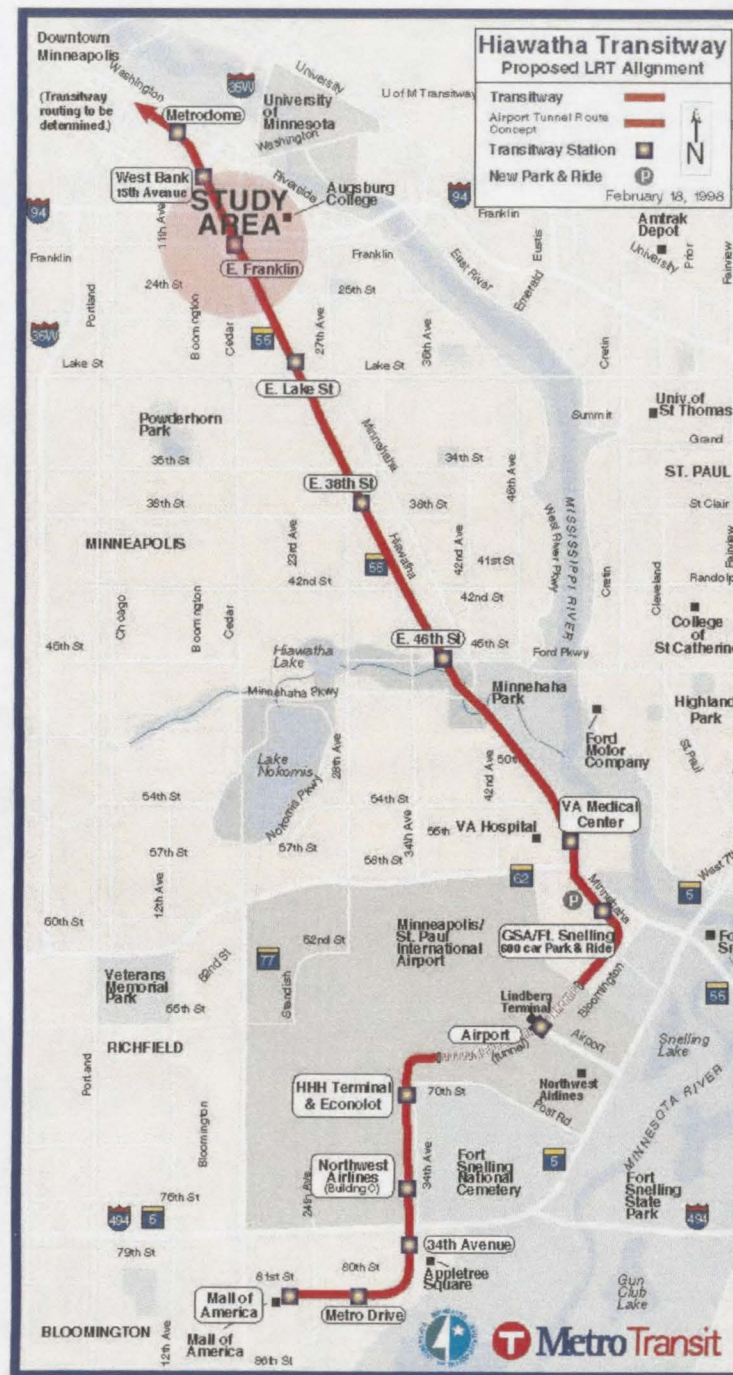
Light Rail Transit System Overview

The City of Minneapolis, Hennepin County and the Metropolitan Council have proposed a Light Rail Transit (LRT) system connecting downtown Minneapolis, the International Airport and the Mall Of America via the Hiawatha Rail Corridor. The proposed line is 11.4 miles long and will have 13 stations serving 24,800 passengers daily by the year 2020. Trains will run every 7.5 to 10 minutes during rush hour and every 15 to 30 minutes in non-peak periods.

The Hiawatha LRT line is part of a comprehensive LRT system planned to connect St. Paul, Minneapolis, the International Airport, Mall of America, western and northern metropolitan areas. This system will also connect to two commuter rail lines. One running through the twin cities from St. Cloud to Hastings, and the other running from the south metro to Minneapolis via the 35W-Corridor.

The proposed Franklin Avenue LRT station is the third from downtown between the Lake Street and Cedar Riverside stations. This station is one of two elevated stations in the proposed LRT system.

The Franklin Avenue LRT station area is a prime site for new development, located in neighborhoods with good growth potential in need of affordable housing, near two major universities and a stone's throw from the city's central business district.



FRANKLIN AVENUE L R T

Study Area

The proposed site of the Franklin Avenue LRT Station is located at the boundary between the Seward / Phillips neighborhoods and southeast of downtown Minneapolis. The station area is bounded by I-94 to the north, Hiawatha Avenue to the west and Cedar Avenue to the east.

Franklin Avenue, oriented east/west, is the major thoroughfare through the area. Both Cedar and Franklin Avenues literally trench under the Hiawatha rail corridor, topographically dividing the area. Abandon rail yards lie north of the station cradled by highways. Resulting is a dangerous, under-utilized "no-man's land".



- Safety is the primary goal of the Franklin Avenue LRT Station Area Planning and Design, the number one issue identified by both neighborhoods. Safety will be achieved by increasing activity within the station area. This will be made possible by implementing two strategies: 1) increasing density, 2) improving automobile and pedestrian circulation.
- The new Franklin Avenue LRT station will act as a catalysis, offering the neighboring communities the opportunity to create a Transit Orientated Development (TOD) District with higher density land use and mixed use development surrounding the station. This district will bridge the gap between the two neighborhoods of Seward and Phillips which are currently disconnected by the barrier of Hiawatha Avenue/rail corridor.
- The Franklin Avenue station will provide a common social center, where the communities of diverse cultures can gather, meet and commute to previously non-accessible areas of the city.
- The Franklin Avenue station area will reflect the culture and identity of the surrounding neighborhoods, creating a strong sense of place and distinguishing it from other LRT stations.
- The Franklin Avenue station will act as a gateway, from the metro area and inner city to the station and surrounding areas, tapping into a citywide audience who can visit current and future destinations (services, offices, retail and entertainment) within the community.

Transit Oriented Development (TOD):

The TOD concept promotes incorporating mixed use developments containing moderate and high density housing, office, commercial, retail, and entertainment, located at nodes of concentration along a regional transit system. Lower density housing and other uses that are more auto oriented surround the TOD. The location, design, configuration, and mix of uses in a TOD provides an alternative to traditional development by emphasizing a pedestrian-oriented environment and reinforcing the use of public and multi-modal transportation. A typical TOD will be within a maximum comfortable walking distance, roughly 1/4 mile, of a transit stop.

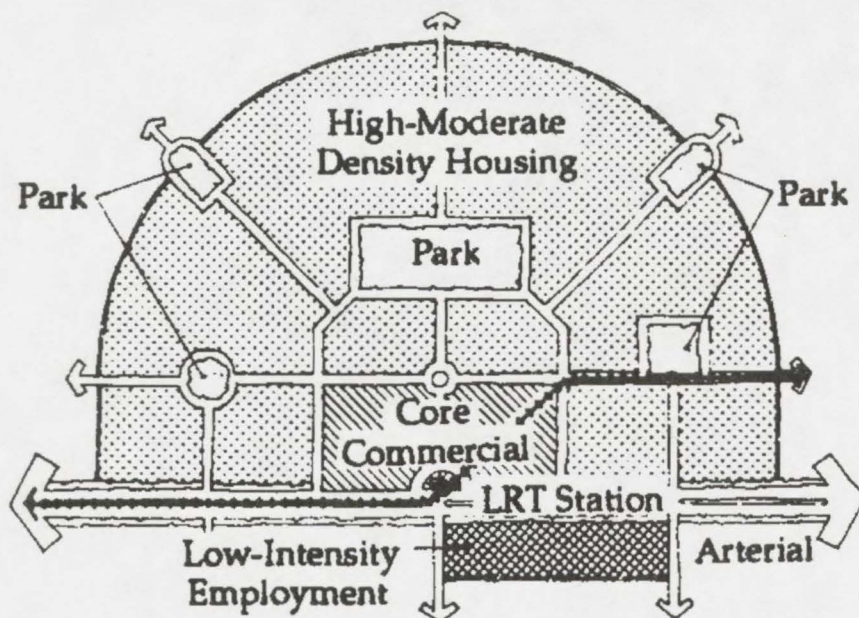


Diagram of TOD by Calthorpe Associates

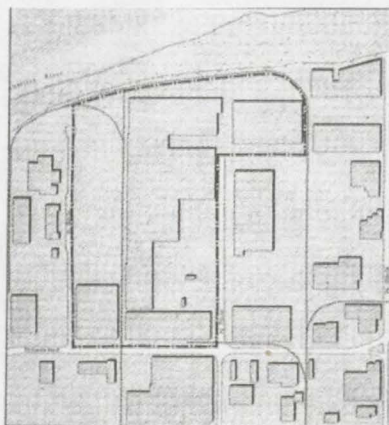
TOD guiding principles

- Use land use planning and urban design policies to encourage pedestrian travel, reinforce public transit and increase its usage.
- Maximize and strengthen existing urbanized areas accessible to transit through appropriate infill and redevelopment of underutilized land.
- Implement reduced parking standards, maximizing on street parking with all lots and ramps located in the rear of buildings.
- Locate high density land uses in areas well served by transit to focus future growth.
- Develop compact, diverse, pedestrian-oriented environments allowing a person the opportunity to accomplish several tasks on foot, thus reducing trips by car.
- Balance jobs and housing to help reduce vehicle-miles traveled.
- Encourage attractive architecture and street facing buildings to create a vibrant, active pedestrian-scale urban landscape.
- Encourage a dynamic mix of uses in the core area that supports a high level of activity during all waking hours.

Definition and Principles paraphrased from Calthorpe Associates and Metropolitan Council

Capital River Park Sacramento, California

Designed by Calthorpe Associates, this 51 acre urban site located in downtown Sacramento is transformed from an underutilized cannery facility into a transit-oriented, mixed-use employment and residential center. Because of its location on a transit route, Capital River Park is a prime growth area for certain segments of the housing and commercial development market.

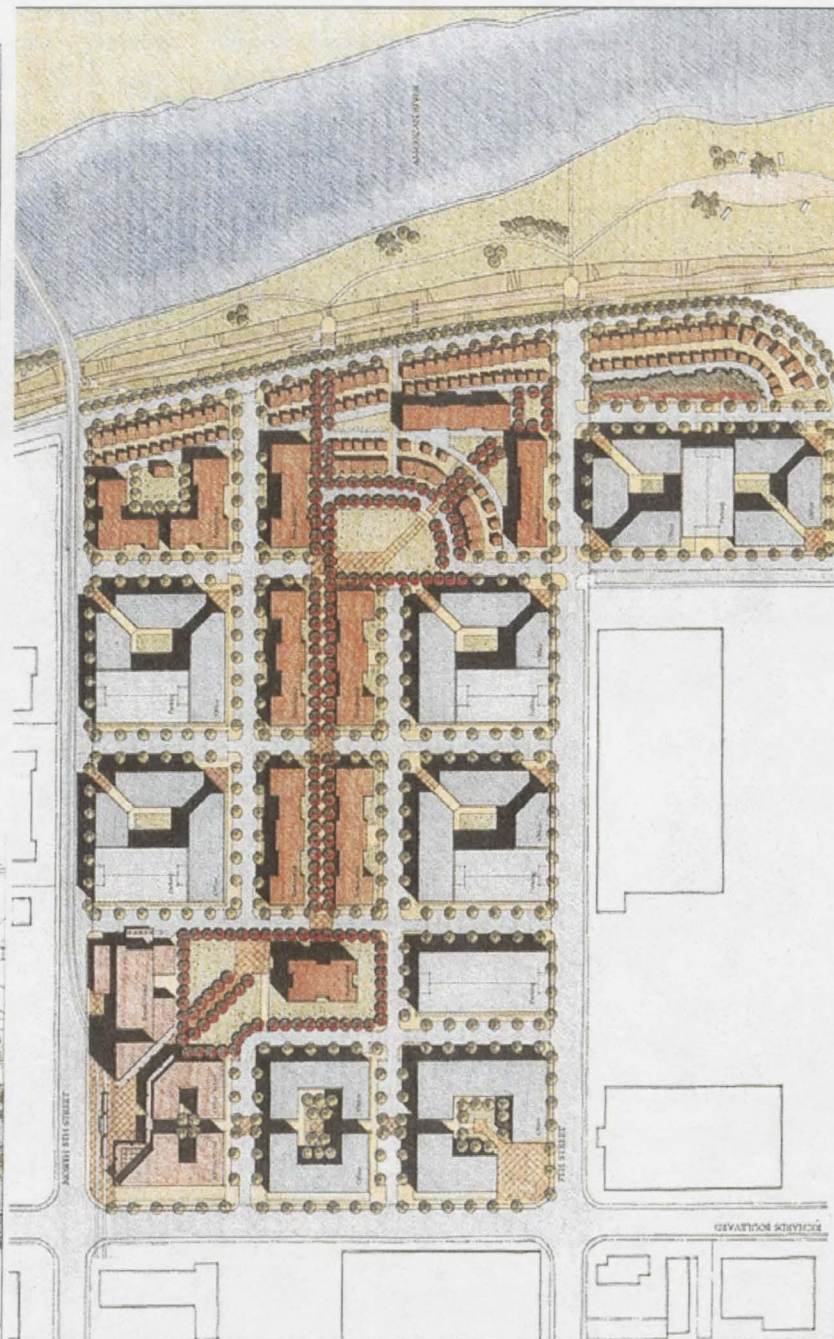


Site of the old cannery

With safety in mind, this design strategically places four-story office buildings along the edge of the development, protecting an inner spine of residential housing and a central pedestrian boulevard which leads to the transit plaza to the south. It is key to note that the pedestrian-way is lined with housing, providing 24-hour surveillance and safety to those walking within.

A commercial district with retail shops, restaurants, services, and a hotel lines a pedestrian plaza which is activated by at the "around-the-clock" transit stop.

Linking the residential component to the transit stop is a sequence of small public plazas and parks with tot lots, sport courts, and passive recreation areas.



The Crossings

Mountain View, California

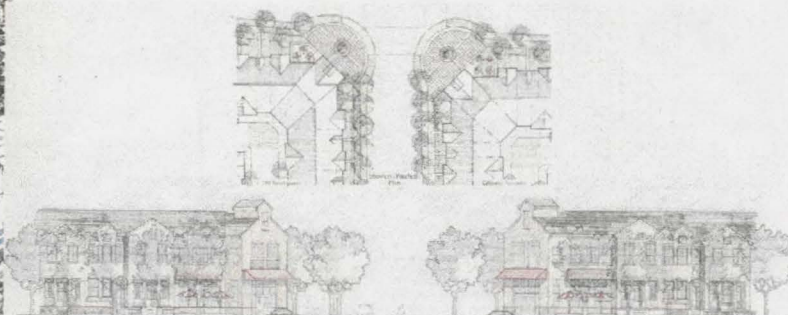
Designed by Calthorpe Associates and TPG Development Corporation, The Crossings represents an excellent example of TOD neighborhood. The design converts a 17-acre site from an underutilized auto-oriented retail mall designed in the 1960's into a pedestrian-oriented community complete with commuter-oriented retail and a wide variety of housing.

Plazas surrounding a CalTrain commuter station are lined with ground floor retail with rowhouses above. Other housing includes small-lot single-family houses, townhouses, rowhouses, and apartments.

The entire neighborhood development is knitted together by pedestrian paths, neighborhood parks and tree-lined streets.



Before and After



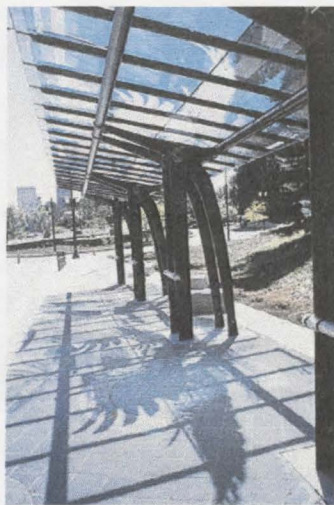
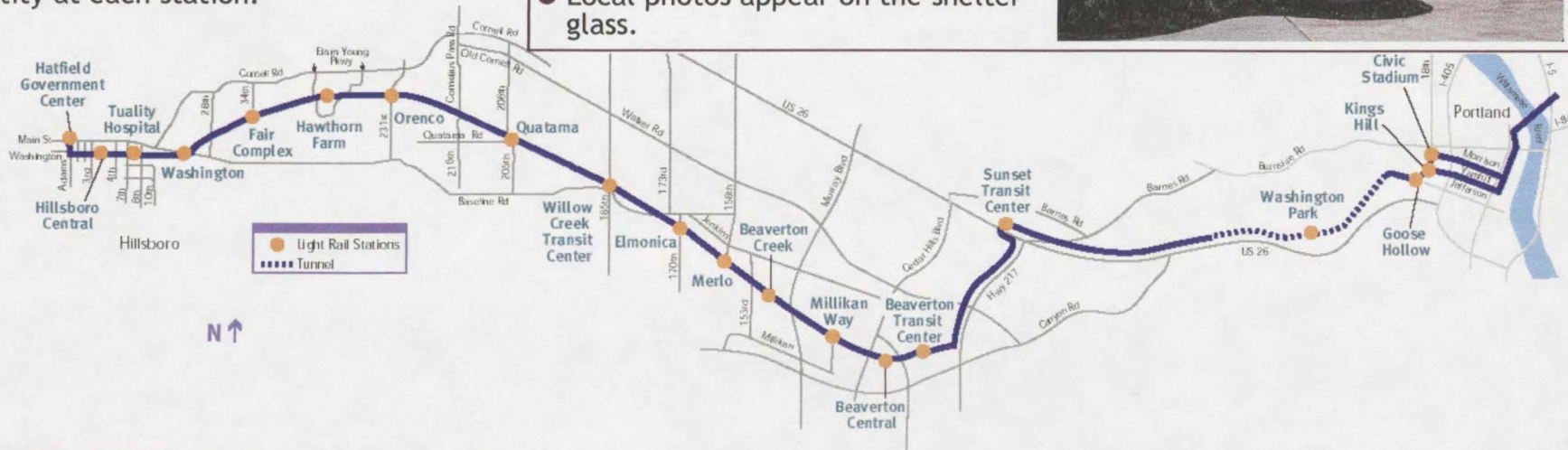
Rowhouse Elevation and Plan at Train Station

MAX Light Rail System

Portland Tri-Metro area, Oregon

Known as one of the most successful comprehensive regional planning programs in the country, Tri-Met's MAX Light Rail System has influenced the development of the region by establishing stringent controls in the form of TOD's throughout the system. Urban and suburban infill and retrofit has changed the landscape to pedestrian - friendly neighborhoods around transit stations.

On the West line, each station design is particularly successful by incorporating neighborhood and regional character in the form of public art in station structures and platform areas. This form of place making establishes a strong sense of identity at each station.



Goose Hollow/SW Jefferson

- Houses and buildings rise up from tile "streets" to form seating.
- Goose wings stretch across the canopy.
- A house searches for a "home".
- When the sun shines, buildings in the glass line up with the "street".

Washington/SE 12th

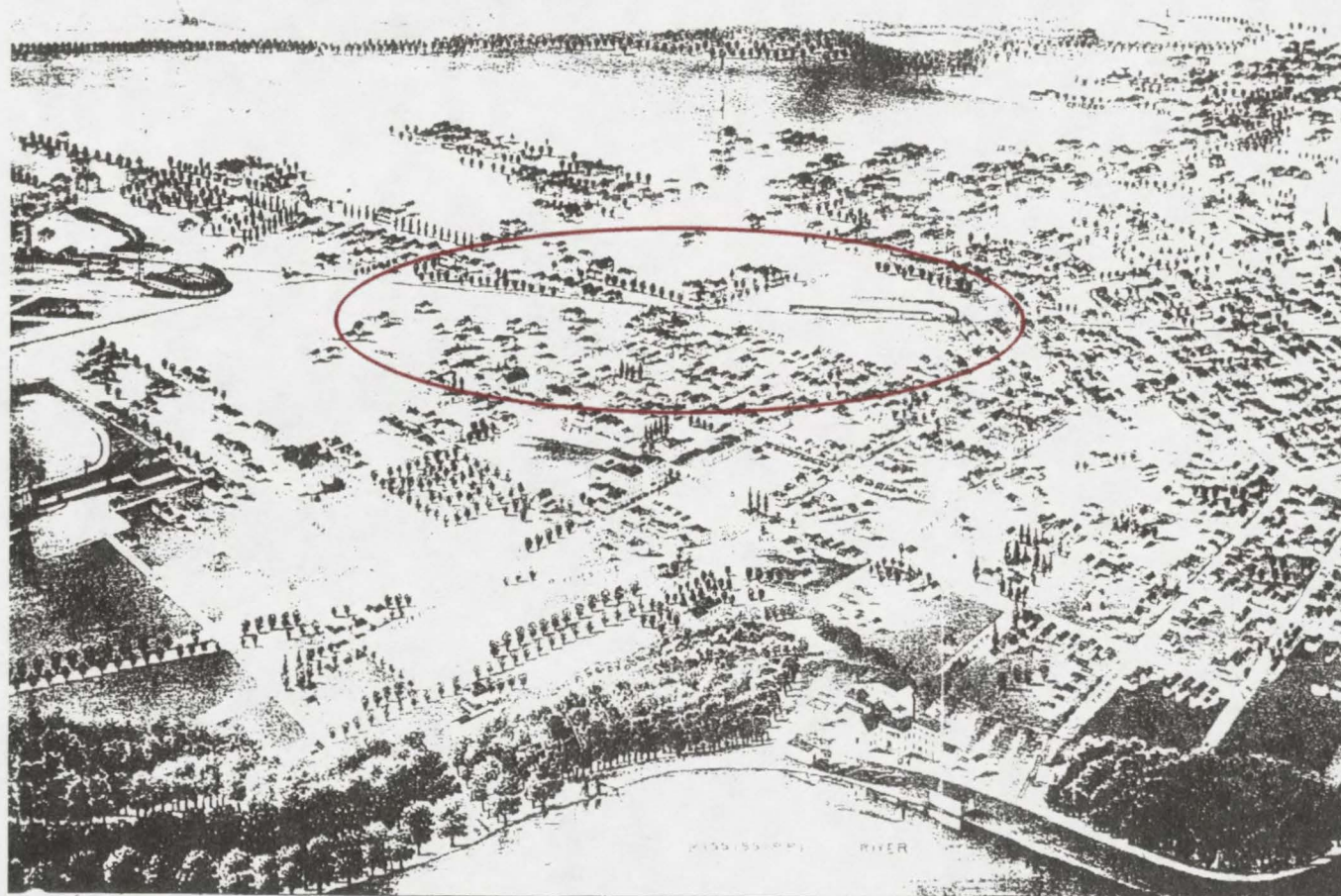
- Neighbors created over 650 tiles for the wall and bench.
- Planters are shaped like traditional cheese-making kettles.
- A colored path looks like carpet.
- Local photos appear on the shelter glass.



Early Development

In the 1870's, a housing boom occurred around Franklin and Cedar Avenues as a response to the construction of the Milwaukee Railroad. In 1873, the construction of the Minneapolis Harvester Works at Lake and Hiawatha employed a flood of Scandinavian immigrants, adding more fuel the building boom.

By 1884, the entire area was populated with immigrant workers living in modest frame homes built on narrow lots surrounding the rail yards and factories along the Hiawatha corridor.

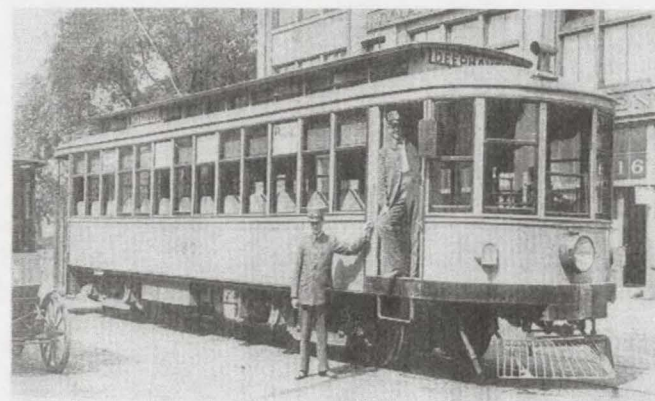
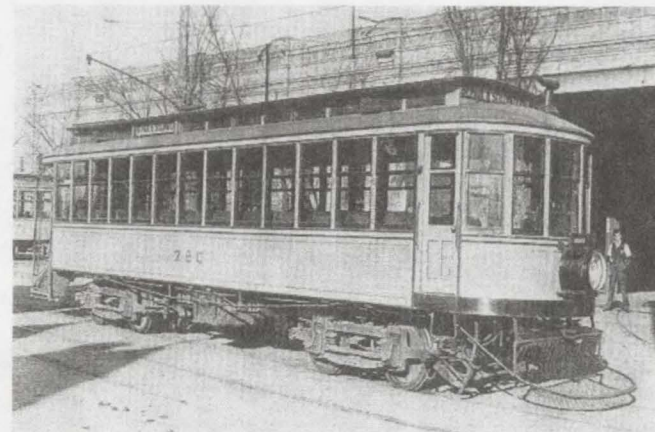


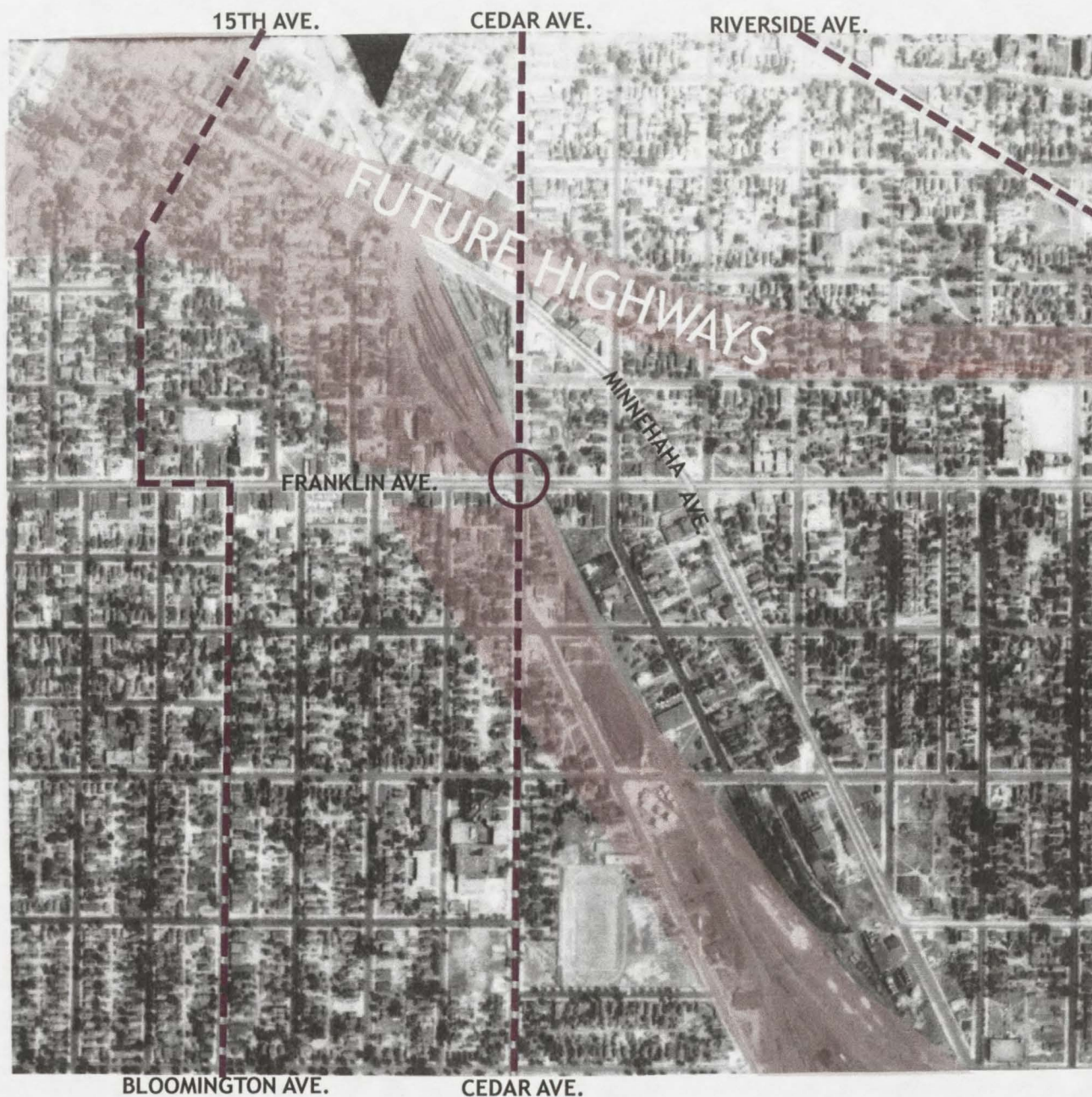
VIEW OF
SOUTH MINNEAPOLIS.
1879

The Street Car

In 1889, the Twin Cities Rapid Transit Company managed one of the most modern and comprehensive street car systems in the North America. It began in 1875 with horse pulled cars holding 14 passengers each. In 1879, horses were slowly replaced by steam engines. Lines connected St. Paul to Minneapolis and extended west to Lake Calhoun, Lake Harriet and as far as Lake Minnetonka. In 1889, the first electrically powered streetcars were introduced and quickly became popular because they were more quiet, clean and efficient than their predecessors.

The streetcar lines ran until the 1950's, and were largely responsible for development patterns around the twin cities up until that time. Major intersections were home to commercial developments providing goods and services to the community. Higher density housing often lined the street car routes. Unfortunately, due to corrupt management, the poorly maintained and neglected street car system was completely converted to buses by 1954.





1937 Aerial photo with historic streetcar lines and modern highway ROW's

The Urban Fabric

By 1937, Minneapolis was a thriving city which had developed a dense and consistent fabric of housing, industry and civic infrastructure. Strong neighborhoods formed complete with streets, sidewalks, lights, sewers, public transportation, schools, parks and playgrounds.

By the 1960's the housing stock in the Phillips and Seward neighborhoods was reaching a century old, falling into disrepair and was in jeopardy of falling victim to urban renewal. Additionally, the Interstate Highway Program was well underway, threatening to disconnect and fragment the neighborhoods of Minneapolis and St. Paul.

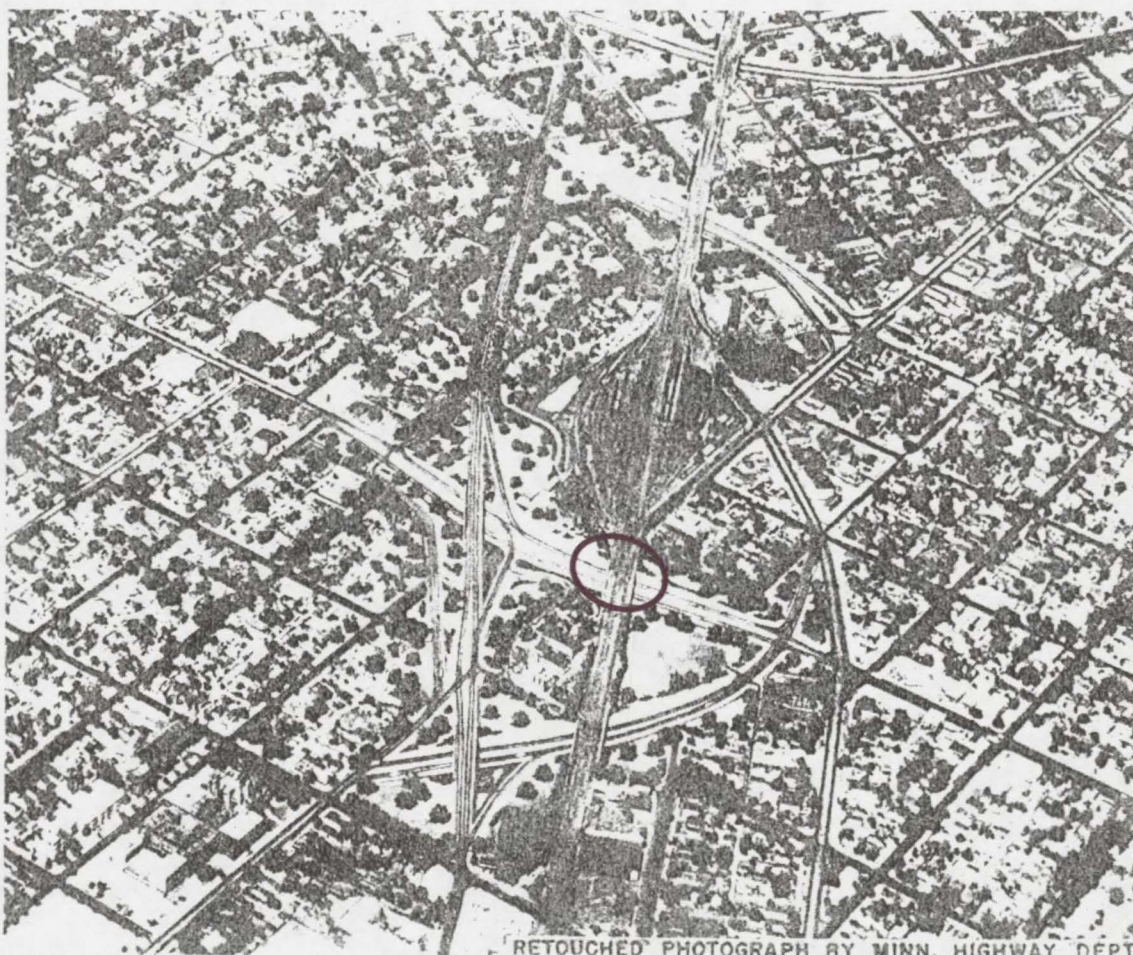
Planning in the 50's

In response to a major increase in traffic on arterial roads, Minneapolis Planning Department took matters into their own hands.

The following was written in the Official City Plan of 1953:

"The picture fronting this page shows a retouched photograph of the Cedar-Franklin grade separation project. This series of projects represents one of the major traffic improvements in the city. The Milwaukee railroad tracks have been a problem for more than fifty years. Everyone agreed that something should be done, but not until 1946 did all the parties agree as to what should be done. The City Planning Commission is proud that it was instrumental in bringing this agreement into being."

CEDAR - FRANKLIN GRADE SEPERATION PROJECT



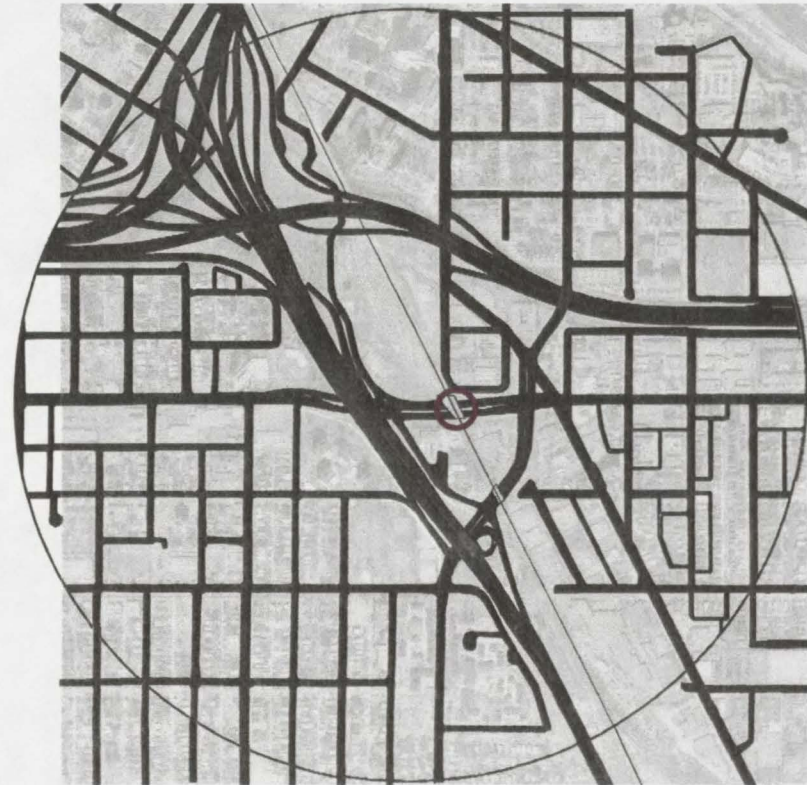
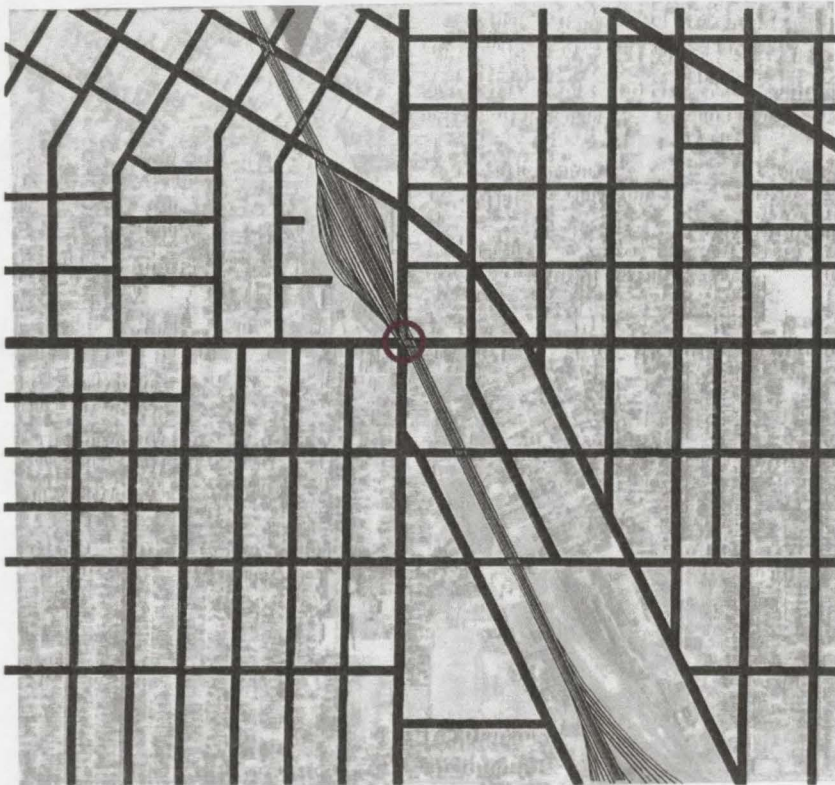
RETOUCHED PHOTOGRAPH BY MINN. HIGHWAY DEPT.

Clash of the Grids

Three grids: 1) the downtown grid oriented to the river, 2) the orthogonal grid of the surrounding neighborhoods, and 3) the Hiawatha rail corridor, all come together at the Franklin, Cedar and Minnehaha Avenues intersection. In 1937, Franklin and Cedar Avenues crossed on the same grade as the Hiawatha rail lines. A continuous pattern of residential neighborhoods was present, interrupted only by the industrial corridor.

With increased dependence on the automobile, highways have fragmented the once continuous neighborhood fabric of the city. Great barriers prevent movement. Human scale is completely destroyed which provides no reason for one to venture into the "no man's land".

Today, neighborhoods must be patched back together beginning with the challenge of making the large dangerous voids around and in between the highways safe and inhabitable again.



Land Use

The proposed Franklin Avenue LRT station is surrounded by a heavy mixed land use of industrial along the Hiawatha corridor, commercial along Franklin and Cedar Avenue to the north, high density residential along the arterial roads of I-94, Cedar, Franklin and Minnehaha Avenues and lower density residential in the Phillips neighborhood to the west and Seward neighborhood to the east.

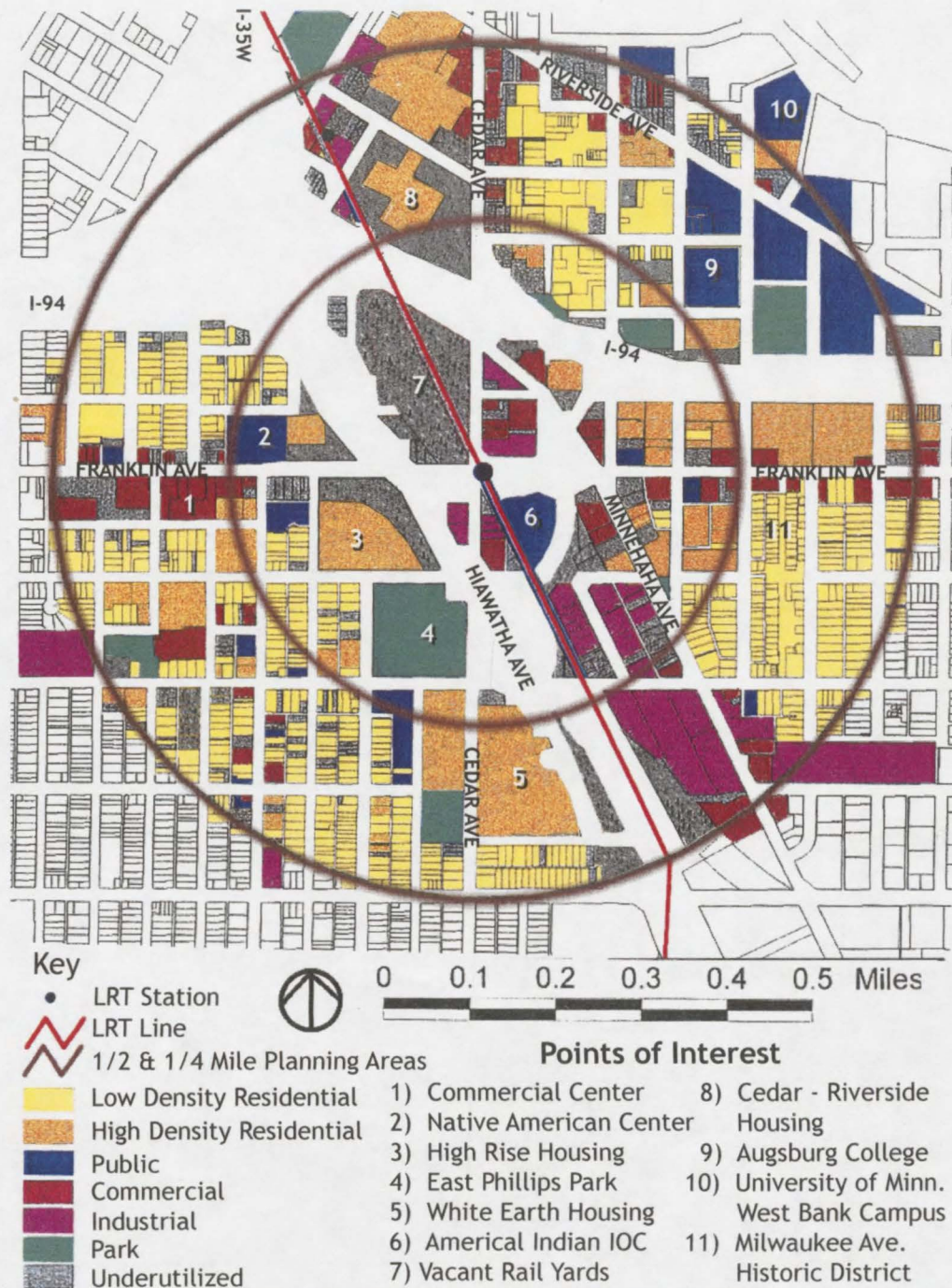
A Milwaukee Avenue Historic District, located in the Seward neighborhood, is the oldest housing in the area and is on the National Register of Historic Places.

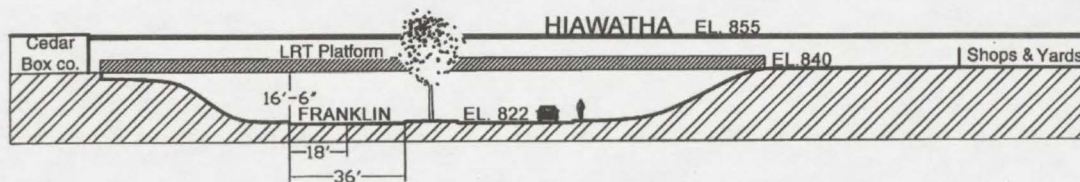
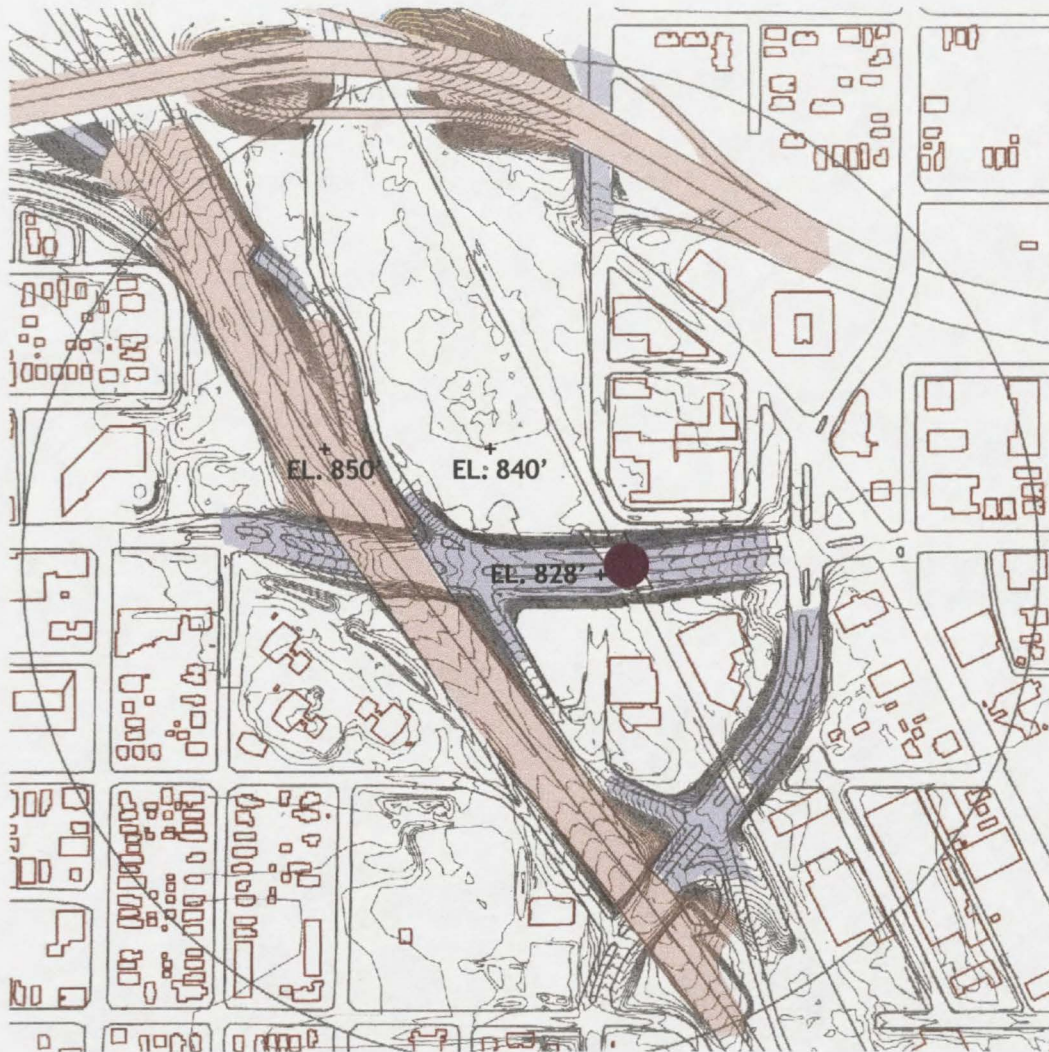
N Public institutions are scattered throughout the area including the American Indian Center and the Native American OIC, both of which provide social and educational services to the local Native American peoples.

A East Phillips Park, located southwest of the station, is the largest open space in the area.

L Cedar - Riverside neighborhood, the University of Minnesota West Bank campus and Augsburg University are all located north. Other than a demand for housing, these areas have a minimal impact on the Franklin Avenue LRT station due to the barrier of I-94 and the Cedar Riverside LRT station.

S There is a significant amount of underutilized land throughout the area including an old rail yard resting on an open parcel of land to the north of the station. This is the site of the proposed "yards and shops" LRT maintenance facility which will eventually serve the entire future LRT system. The underutilized land or "missing teeth" offers an opportunity to improve continuity in the surrounding neighborhoods.





Topography

The topography in the Franklin Avenue LRT station area has been significantly altered since European settlement. The pre-settlement elevation of the entire area was 835 to 840 feet above sea level (WHITE), decreasing from west to east towards the Mississippi River.

Today the site is almost completely cut off to the north and west by the raised highways of I-94 and Hiawatha Avenue (RED = elevation 840' - 850').

In the 50's, Franklin and Cedar Avenues were rerouted to bypass the railroad under the tracks, resulting in wider roads that trench into the ground (BLUE = elevation 828' - 835').

The juxtaposition of the highways, undercutting roads and open industrial land completely destroyed any human scale of the space, creating an unsafe environment termed by the neighborhoods as 'no mans land'. This area is especially dangerous under the cover of night.

The current topography also presents a challenge for the access and circulation of the area for both pedestrians and automobiles, leaving behind "islands" of land within a sea of traffic.



Circulation

Circulation is the most challenging issue in the Franklin Avenue LRT Station Planning area. Topography and high traffic counts make pedestrian passage to the LRT station difficult.



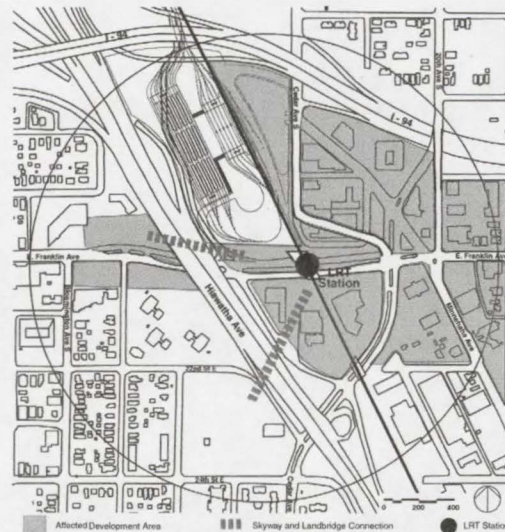
1999 Daily Traffic Counts

Problem: How can one create a pedestrian friendly environment with clear and safe access to the station while maximizing the redevelopment potential of the surrounding land without comprimizing the flow of vehicular traffic through the area?

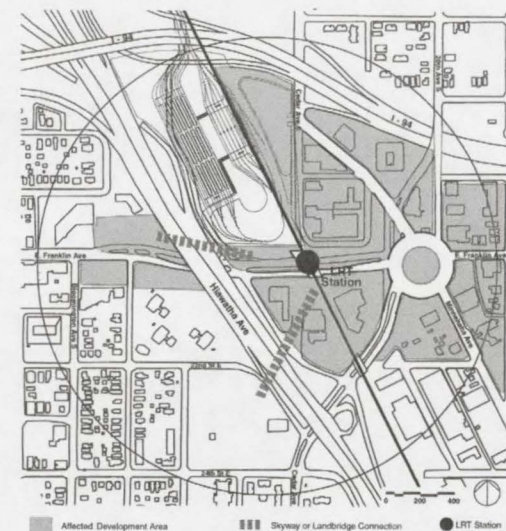
Through public meetings with the Frankline Avenue LRT Task Force, the Seward Redesign staff and I have identified four site planning alternatives for the 1/4 mile planning area, each expressing different road configurations and all showing pedestrian links over Hiawatha Avenue the major barrier between the two neighborhoods.



Plan A returns Cedar Avenue to its former north-south alignment, intersecting with Franklin Avenue beneath the LRT overpass.



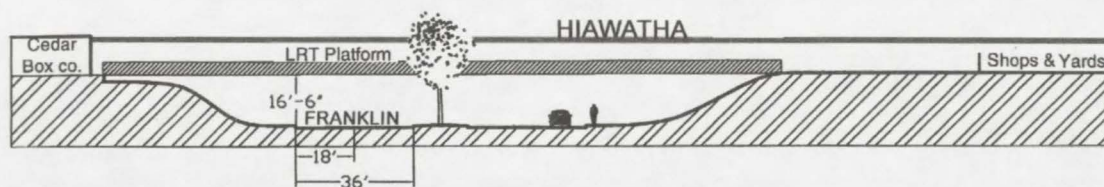
Plan C separates the intersection of Cedar and Minnehaha Avenues with Franklin Avenue, and redirects Cedar along its former path.



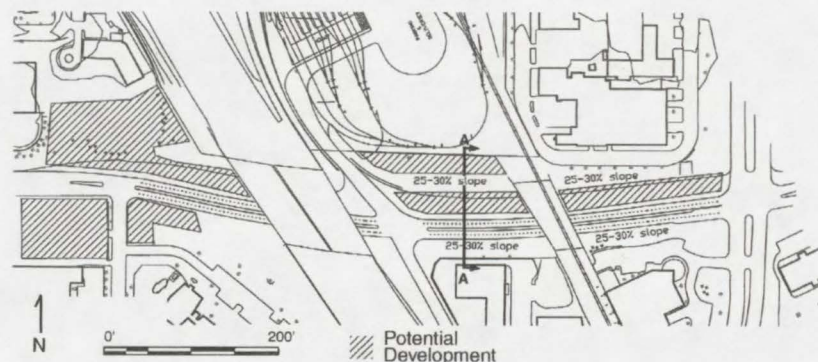
Plan B reconfigures the intersection of Cedar, Franklin and Minnehaha Avenues and the approach to the 20th Avenue bridge.



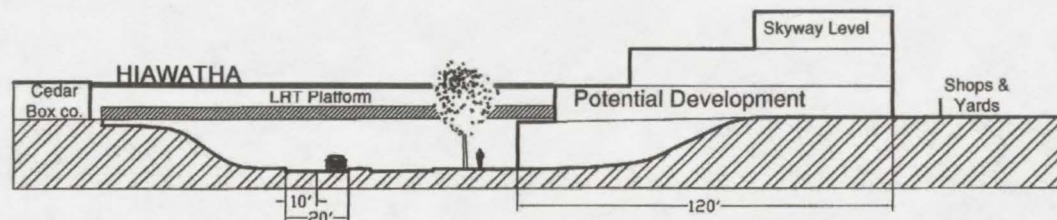
Plan D redirects Minnehaha Avenue to the north of Franklin Avenue and reconfigures the approach to the 20th Avenue bridge.



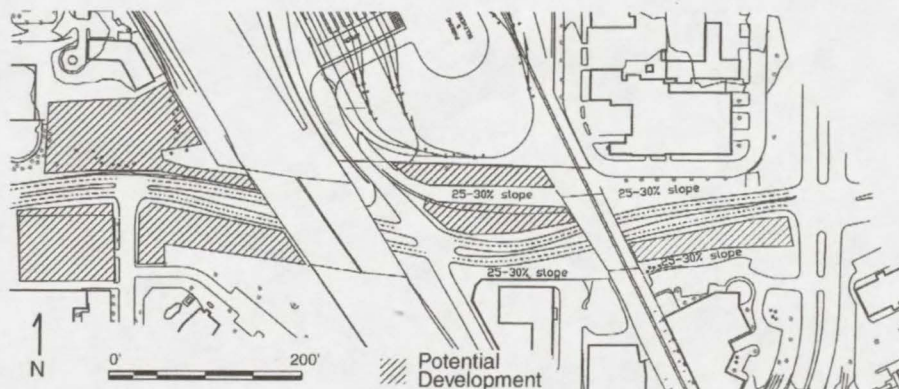
Current Franklin Avenue section at the LRT Station.



Franklin Avenue narrowed and moved south of the present median.



Franklin Avenue with lanes narrowed and moved south of the present median.



Franklin Avenue with lanes narrowed and meandering through the area

Traffic Calming study on Franklin Avenue

Currently, within a block of the LRT Station, Franklin and Cedar Avenue descend down under the railroad tracks and Hiawatha Avenue and widens to four 18' lanes with an 18' median from a two 12' lane road with two 10' parking lanes and no median. This encourages a driver to increase speed when driving through the area making it unsafe for pedestrians and cyclists.

The current road configuration is also an inefficient use of land, making it nearly impossible for new development to occur in the area.

Decreasing the width of Franklin and Cedar Avenues greatly improves the situation by slowing down traffic and opening land for potential development and safer pedestrian pathways. Street trees planted at regular intervals increases the affect.

Once narrowed, Franklin Avenue could also meander through the site, further slowing down traffic while adding more variety of potential development and visual interest to the station area.

Transit Hub

A successful transit system requires the integration of several modes of transportation interacting at points of smooth transition. Light Rail Transit alone is not the solution. Other modes include walking, biking, auto, taxi, metro buses and local shuttle buses. The point at which many of these modes interact is called a transit hub.

The Franklin Avenue LRT station has an excellent opportunity to become a transit hub. For this to happen, it is essential that other modes of transportation are located close to the station platform. Transfer between the modes must be made as simple and clear as possible.

Four bus lines travel through the station area, all meeting at the Minnehaha / Cedar / Franklin intersection. The opportunity for a bus hub at this intersection is weak due to the distance to the station and because of its location at a confusing intersection. Bus stops directly at the LRT station platform would create a much stronger transit hub.



Solution: Reconnecting the Grid

ANALYSIS



The solution to the circulation problem derives from the historic grid. The grid is a logical system for direction finding and can be used to reestablish severed connections to and through the LRT station for both vehicles and pedestrians.

This solution reconnects Old Cedar Avenue and 22nd Street at the same grade as the rail corridor, over the sunken arterial roads of Franklin and Cedar Avenues. A pedestrian bridge connects the Phillips neighborhood on 22nd Street over Hiawatha Avenue, fueling Old Cedar Avenue with people so that it may function as a viable street once again.

The reconnected roads function as local streets with high pedestrian and low vehicle use such as rerouted buses and local office/retail/housing access, while the arterial streets below allow the heavy traffic to pass uninterrupted through the area.

A new land bridge can be built where the LRT and Old Cedar Avenue cross over Franklin Avenue, creating a new plaza around the new LRT Station / transit hub.

Neighborhood Character

Phillips

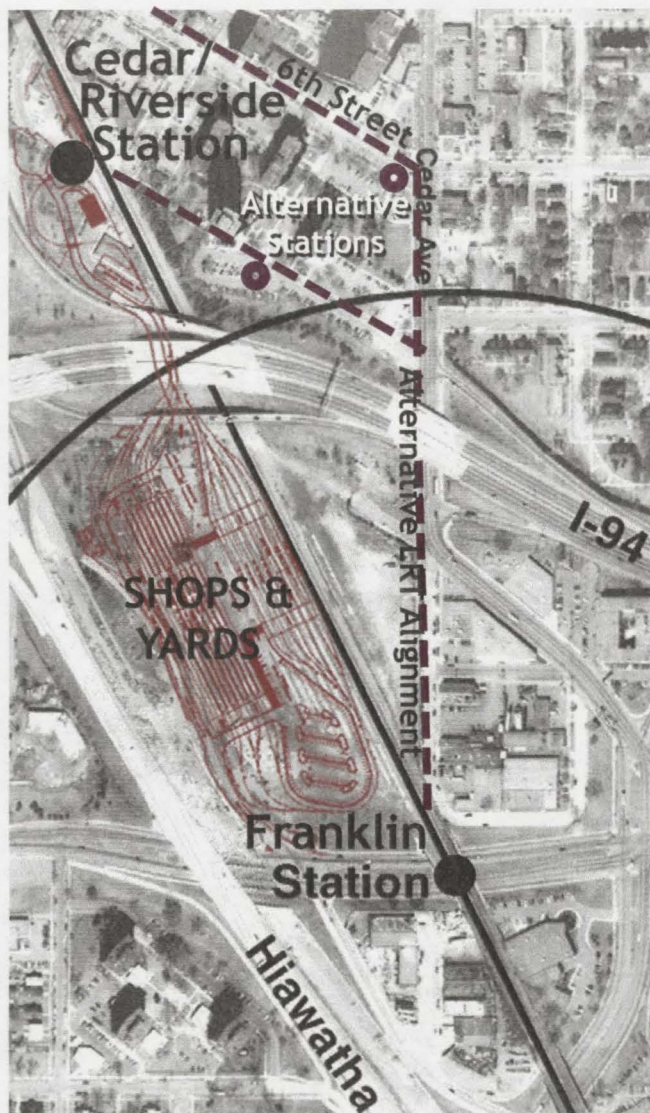
Extremely high cultural diversity. Largest number of Native Americans living in one community outside of a reservation. Ranks in top three crime areas in Minneapolis but is improving. Citizen policing / community ownership is on the rise.



Seward

A grass roots and artistic community which led the anti-war protests. Historic preservation is high with Milwaukee Avenue at the core. Strong advocacy against urban renewal. Practice proactive planning.





Private Parking

Parking is an evil by-product of any new development, transit oriented or not. Although required numbers for parking is decreased in TOD's, parking lots are still a necessity. *It is assumed that all parking lots and ramps are for private use only, serving those living, working and visiting the area. Parking lots shall not be used as a "park-and-ride".*

Rail Alignment

The final decision regarding the LRT alignment north of the Franklin Avenue Station has not yet been determined. Alternative alignments have been identified north along Cedar Avenue under I-94. One alignment would locate the LRT station behind the Cedar-Riverside housing complex which could improve safety. The other alignment would turn northwest at 6th Street.

Although the second alternative would be considerably more expensive, would eliminate some on-street parking and would be noisy because of the sharp turn, it could initiate much needed redevelopment along Cedar Avenue and 6th Street in the Cedar-Riverside neighborhood. I would recommend the location of the Cedar-Riverside Station to be at Cedar and 6th for optimum redevelopment for that neighborhood, but for this design *it is assumed the line will remain on the Hiawatha Rail corridor from the Franklin Avenue Station to the Cedar/Riverside Station as originally planned.*

Planning Area.

The Franklin Avenue LRT Station master plan focuses on a quarter-mile radius around the station south of I-94. *It is assumed that areas north of I-94 will be served by the Cedar/Riverside LRT Station and would be included in planning for that station.*

Shops and Yards

A 13 acre undeveloped parcel of land north of Franklin Avenue and east of Old Cedar Avenue has been reserved by the City, County and the Minnesota Department of Transportation for the LRT maintenance facilities. These "shops and Yards" will serve not only the proposed Hiawatha LRT line, but all future LRT lines in the Twin Cities. This site was chosen for its central location near the "cross roads" of future LRT lines.

This issue has been very controversial primarily because this is prime developable land located a stone's throw from downtown, near two major Universities in need for additional housing, and is directly adjacent to the Franklin LRT Station. Additionally, available land suitable for these facilities is located to the south, near 28th Street.

It is assumed that the shops and yards will remain off of Franklin Avenue as originally planned.

Goal

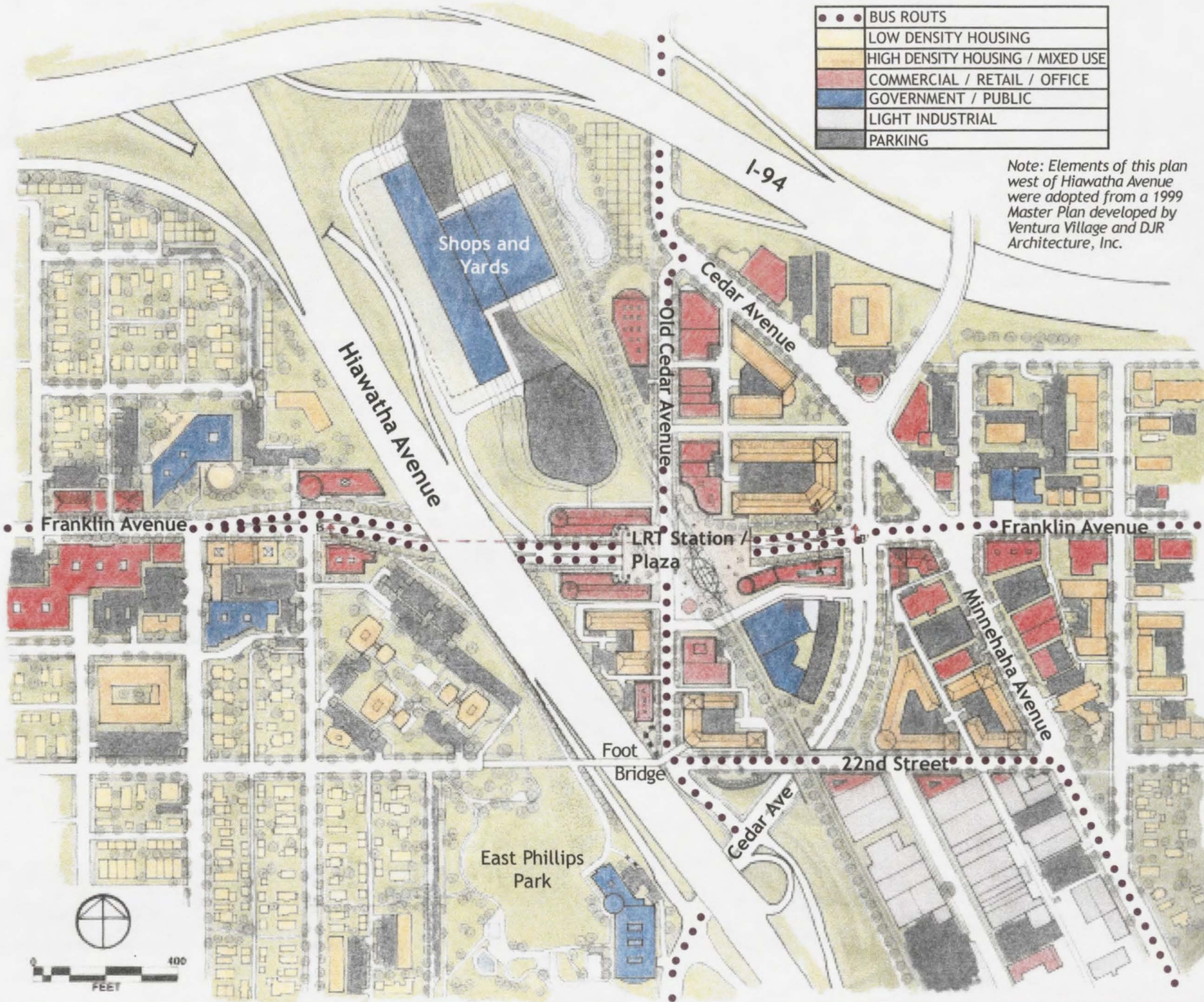
Safety, the number one issue identified by both neighborhoods, will be achieved by increasing activity 24-hours a day within the station area. This will be made possible by implementing two strategies:

- 1) **Increasing density** through TOD design principles by infilling mixed use development (housing, office, commercial/retail, entertainment, public institutions and open space) in vacant and underutilized land throughout the area. TOD also promotes pedestrian friendly streets where one can accomplish many tasks while walking through the station area.
- 2) **Improving circulation** for the automobile and pedestrian by reconnecting the grid at Old Cedar Avenue and 22nd Street over Franklin and Cedar Avenues and at the same grade as the Hiawatha LRT rail-corridor. This circulation improvement reestablishes a hierarchy of street, creating a safer pedestrian environment around the station area.

Improved circulation also helps to bridge the gap between the two neighborhoods of Seward and Phillips by installing a foot bridge over Hiawatha from East Phillips Park to the 22nd Street/Old Cedar Avenue intersection. This will increase activity along Old Cedar Avenue.

Key Components

- Mixed use infill development and redevelopment on Franklin and Old Cedar Avenues establishes continuity, strengthening their commercial and social character.
- Both Franklin and Cedar Avenues have been narrowed to two 12' lanes and two 10' transit lanes to slow traffic down and increase safety.
- A land bridge or deck over Franklin Avenue at Old Cedar Avenue and the LRT station creates a public plaza. This also separates pedestrians and bicyclists from vehicles on Franklin Avenue while reconnecting the land north and south of the LRT station introducing uninterrupted flow at the same level through the plaza.
- A transit hub is established at the LRT plaza now that the north-south Cedar and Minnehaha bus lines can gain access with the realignment of the road system. The east-west Franklin line stops at office/retail buildings below, between Hiawatha Avenue and the plaza, where a unique public stairway and elevator connects the two levels.
- The Franklin Avenue LRT station and plaza design reflects the surrounding neighborhood's culture and identity by incorporating a strong Native American influence from Phillips, and an artistic influence from Seward. This combination creates a strong sense of place distinguishing the Franklin Avenue LRT station from other LRT stations.



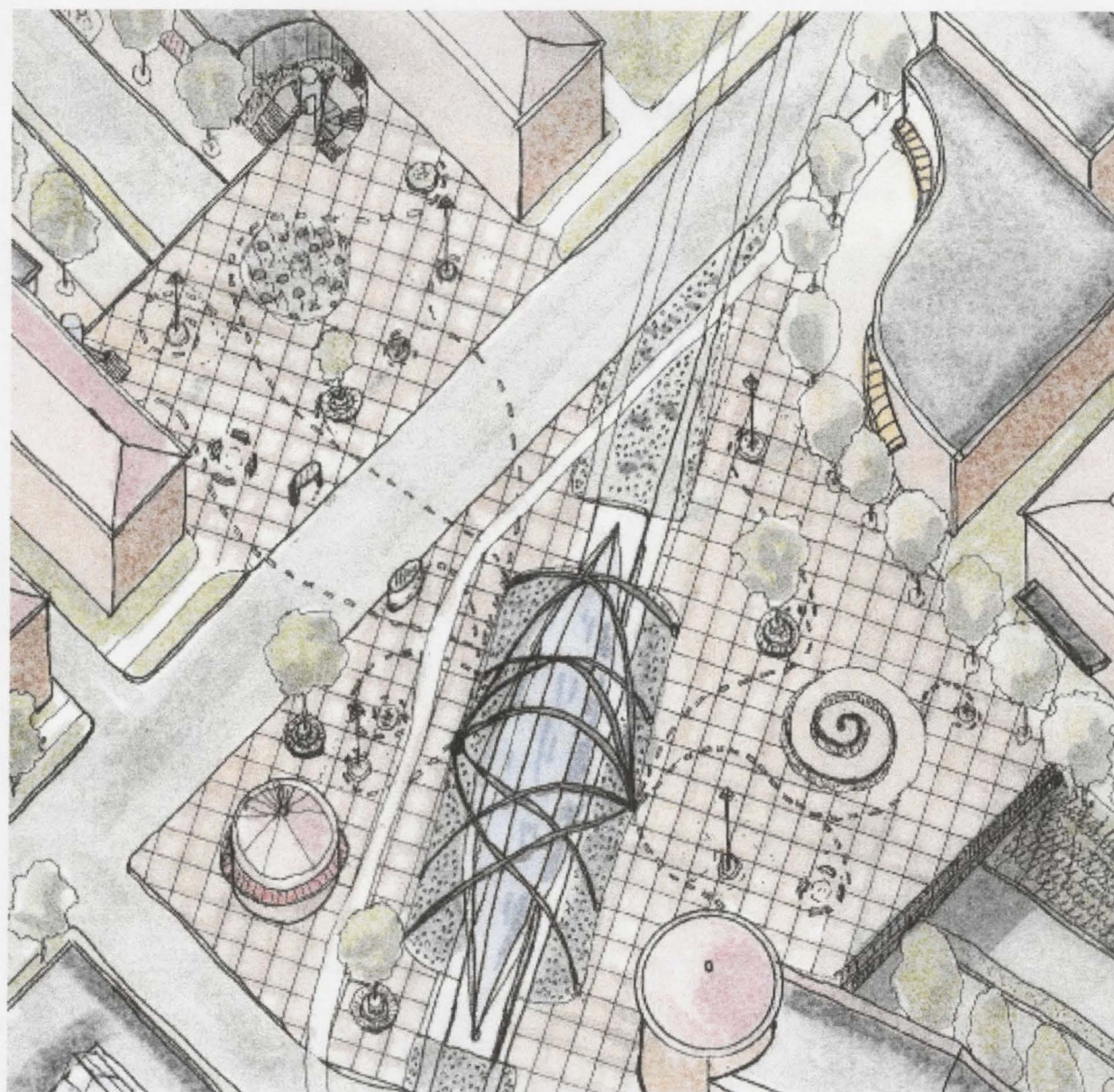
The Franklin Avenue LRT station area has been transformed from a desolate wasteland into a thriving center of activity. A combination of the structural decking over Franklin Avenue and the adjacent three story office / retail buildings establish a well defined central gathering place.

The plaza design is inspired by the local neighborhoods. By mixing art from Seward and the strong Native American presence from Phillips, a strong and unique identity is established.

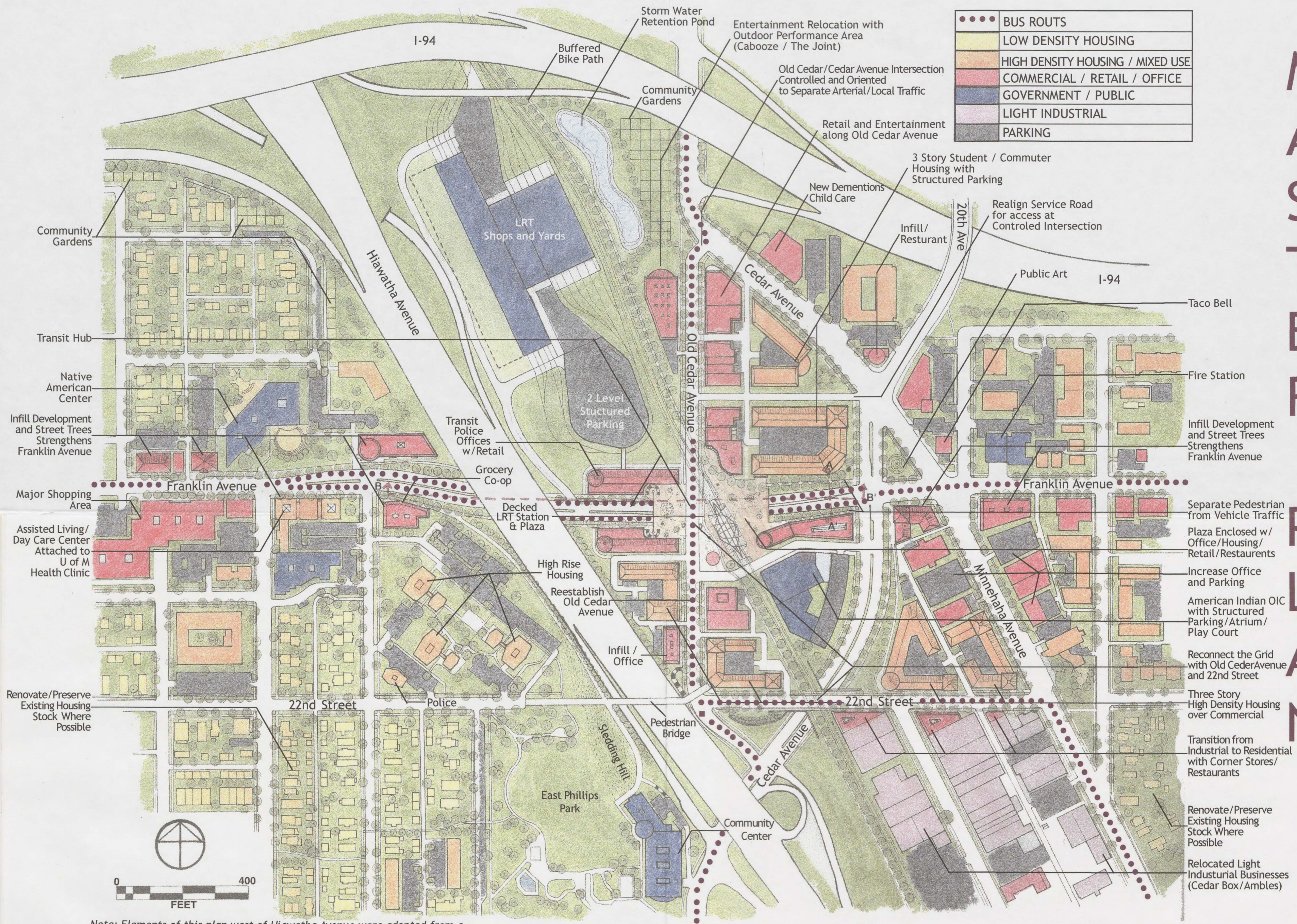
The station design is inspired by the Native American **shelter**: a concept all groups can relate to; one which is built with a wooden frame of tree branches or saplings and covered with a thin skin of hide or bark. The LRT shelter is made of steel and glass and takes on a form reminiscent of the Native American shelter. Opaque and etched cultural images in the glass roof cast shadows on the ground below (see Portland precedent).

The **circle** motif is used throughout the plaza as a symbol of life, teaching and understanding. A variety of uses and materials are used in the circle motif: buildings, seating, grass mounds, lighting, fountains and elevators.

The main paving material of the plaza is coursed in a pattern oriented to the Hiawatha rail corridor. This pattern represents the **industry** associated with the historically active corridor.



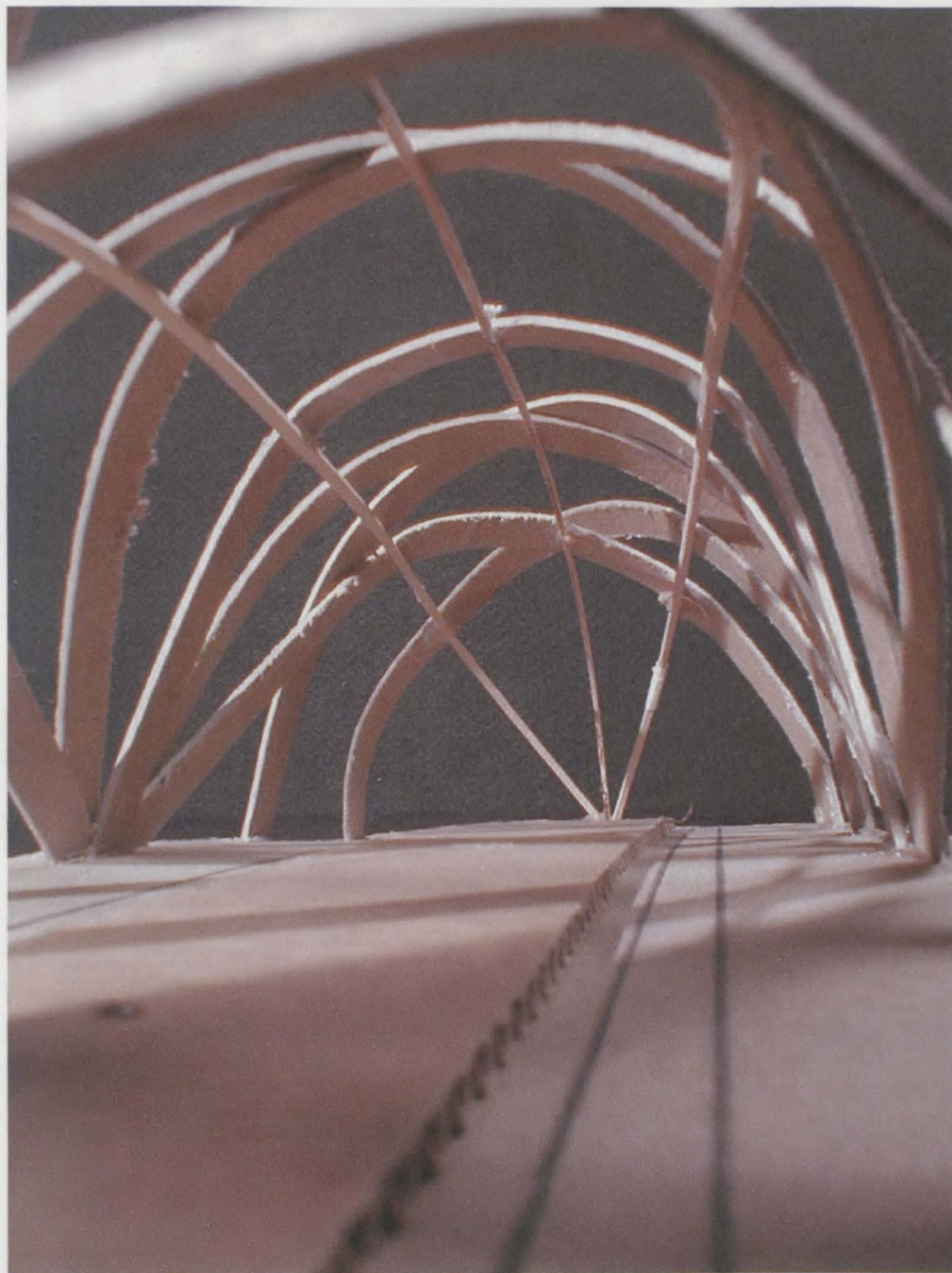
MASTER PLAN



Note: Elements of this plan west of Hiawatha Avenue were adopted from a 1999 Master Plan developed by Ventura Village and DJR Architecture, Inc.

FRANKLIN AVENUE LRT STATION AREA PLANNING AND DESIGN

CAPSTONE 2000
RICH HARRISON



Model of the Franklin Avenue LRT Station Design influenced by Native American structural form.



Smoke, a common bond between most indigenous people, represents the connection between the earth and the sky. It is a vehicle that disperses and carries one's thoughts to the creator. Smoke is represented in dispersing paving patterns embedded in the plaza floor, a fountain and two glass elevators.

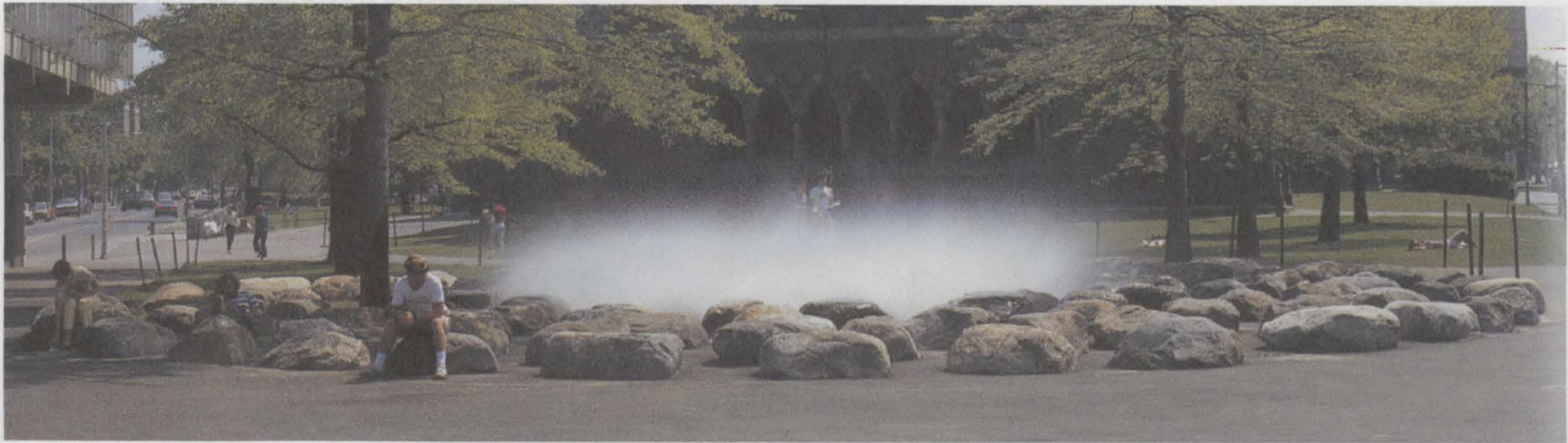
The fountain shoots off a fine mist of water into the air. During the winter months the warmer mist rises high into the sky like smoke from a fire.

The 20 foot high deck can be reached by climbing the grand curved stairs or by ascending up in the glass cylinder elevator. As the elevator rises, it passes through partial darkness as it twists 90 degrees up to the plaza level door. Surrounding the elevator is a terraced water feature, a grand stair case and sloped native grasses and forbes.

The Franklin bus stops are located in the deepest point of the station area. Stepped back buildings, 20 foot building setbacks, trees, grass and water all help achieve a pedestrian friendly scale.



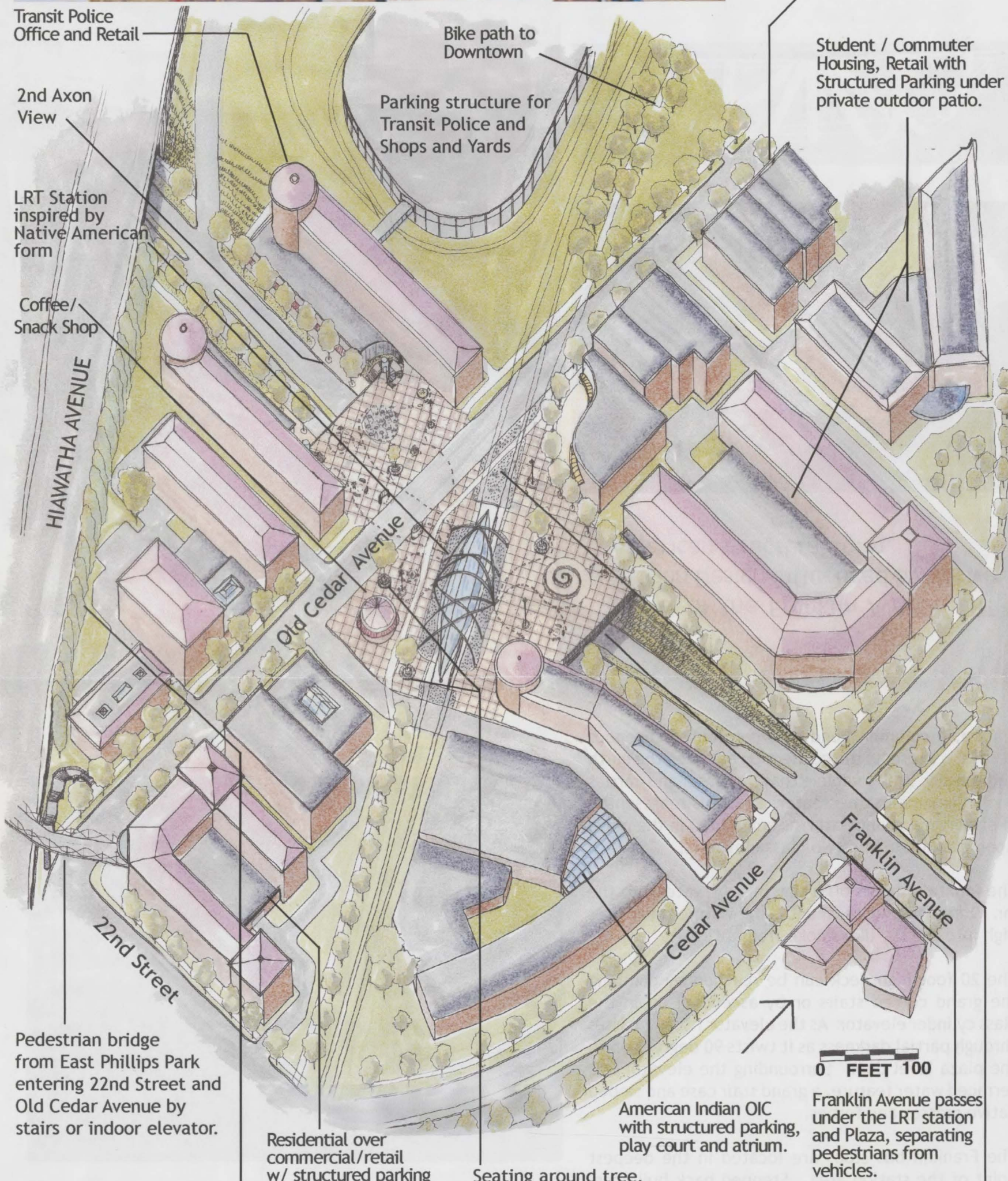
Images: Harvard University, Cambridge, Mass Fountain Designed by: Peter Walker



PLAZA & STATION AREA AXON



Aerial photo taken in 1998 of planning area looking northwest along Hiawatha rail Corridor.



Row of Poplar trees screens Hiawatha from development.
Image: River Oaks LRT Station, San Jose, CA

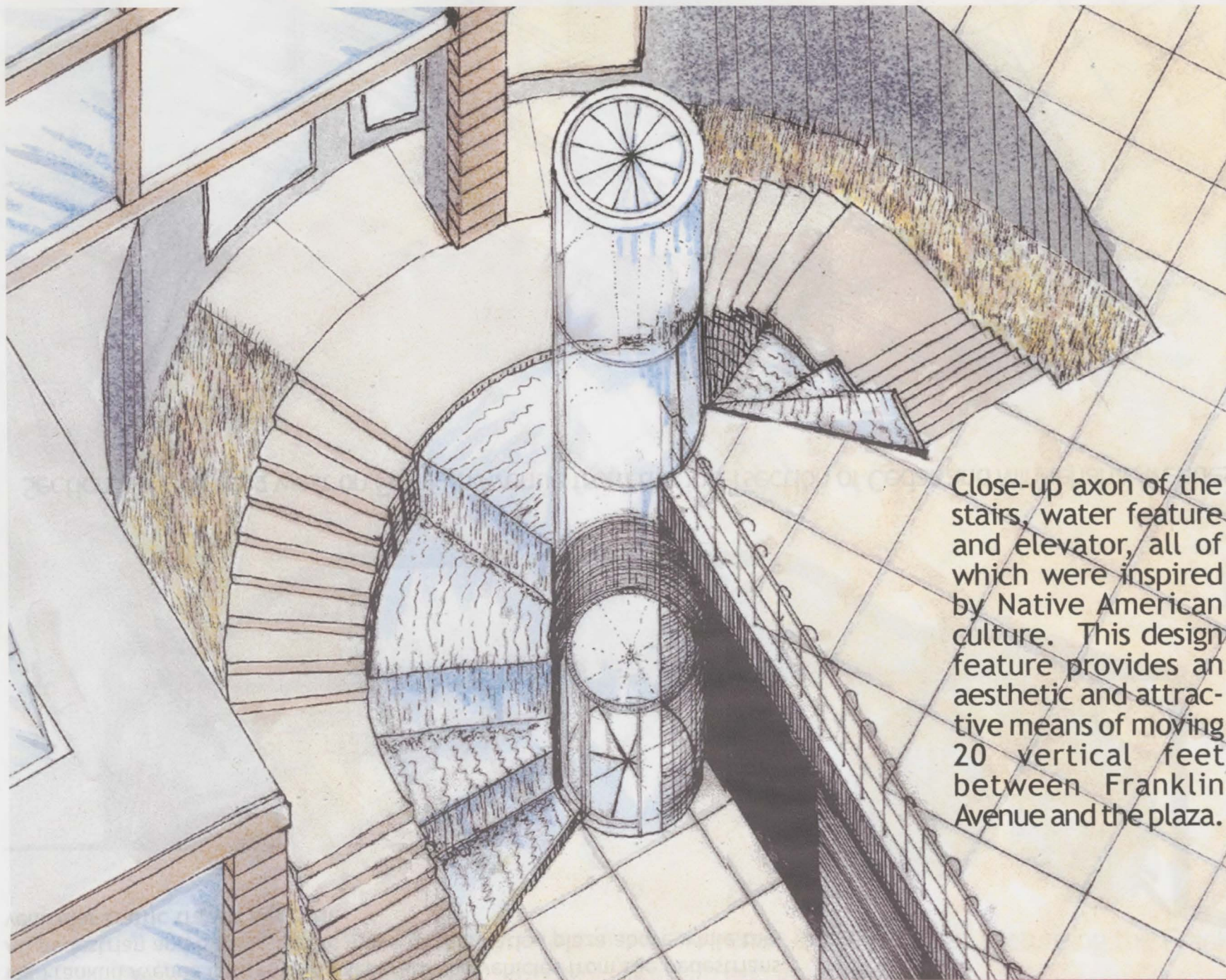


Image: Mountain View Transit Hub, CA



Attractive but uncomfortable paving around tracks and station keeps people away.
Image: Embarcadero LRT, San Francisco, CA



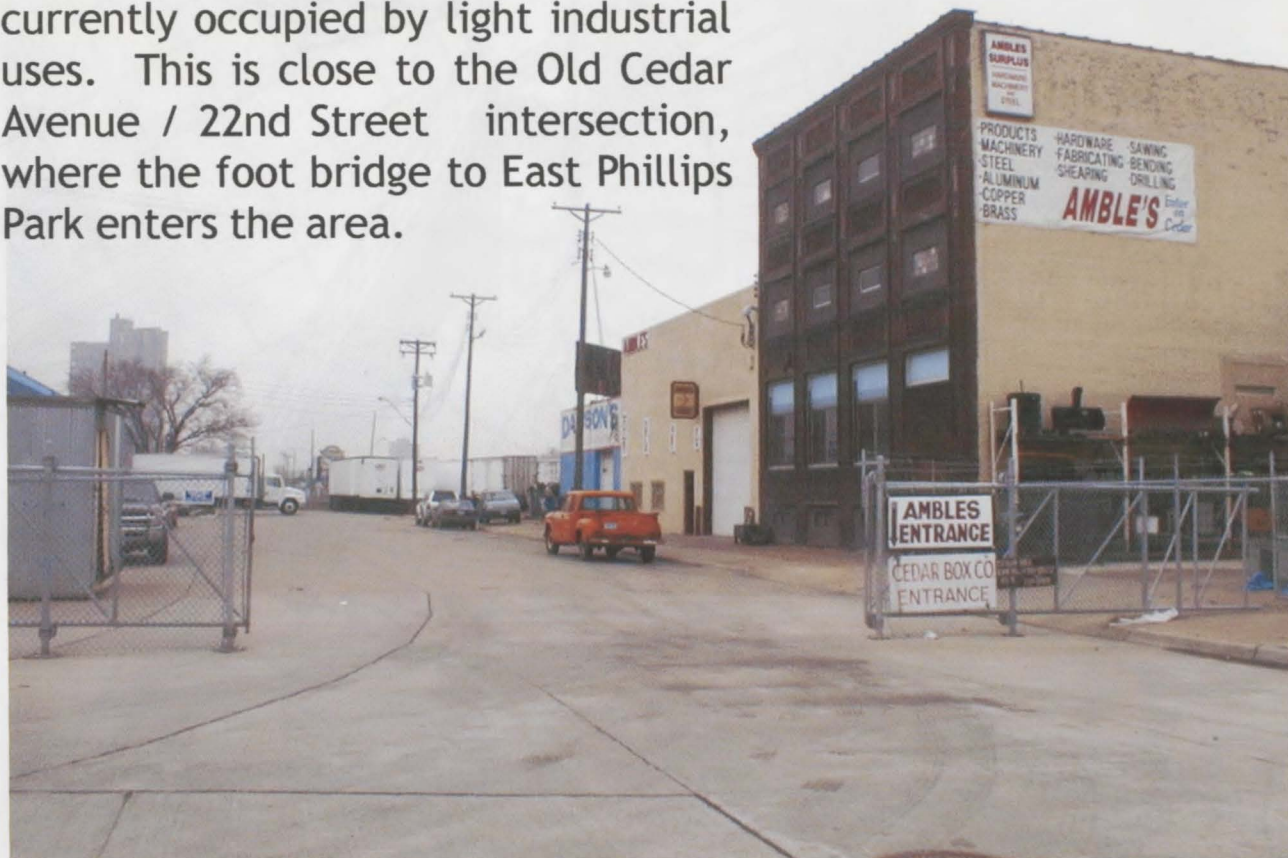


Close-up axon of the stairs, water feature and elevator, all of which were inspired by Native American culture. This design feature provides an aesthetic and attractive means of moving 20 vertical feet between Franklin Avenue and the plaza.

There are a variety of streets in this study area. Unfortunately, there is currently little reason for one to visit. Infill development will contain the streets and plaza. Continuous facades and evenly planted trees create a pleasing rhythm and reinforce the continuity of the street.

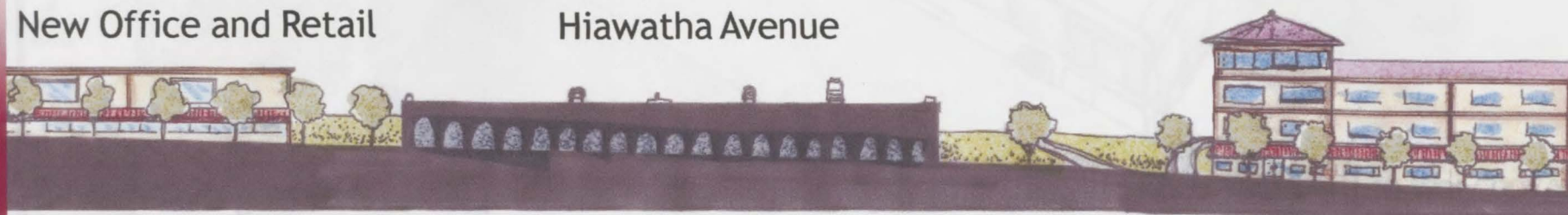
This design establishes a pedestrian scale to the area by increasing density and altering the road and walkway alignments. Increasing access and providing alternative pedestrian entrances to the area further enlivens the station area. "Eyes on the street" is truly our best defense against crime and for our sense of well being.

This photo is of Old Cedar Avenue looking north which is a dead end and is currently occupied by light industrial uses. This is close to the Old Cedar Avenue / 22nd Street intersection, where the foot bridge to East Phillips Park enters the area.



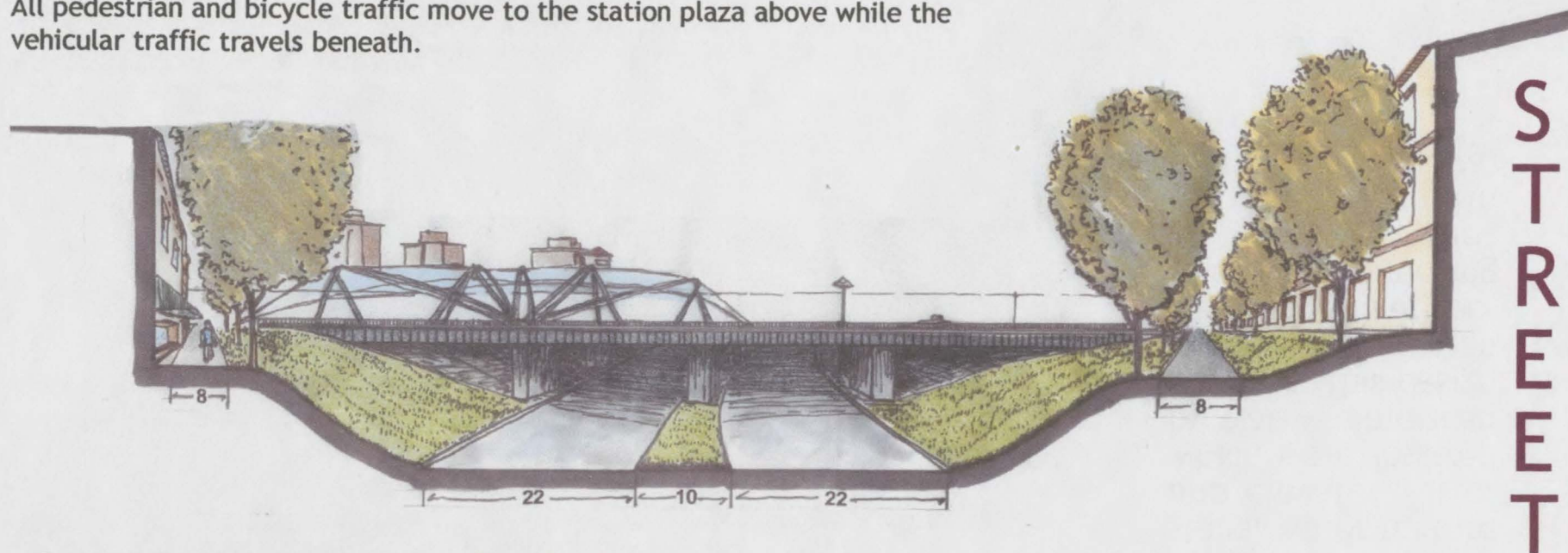
New Office and Retail

Hiawatha Avenue

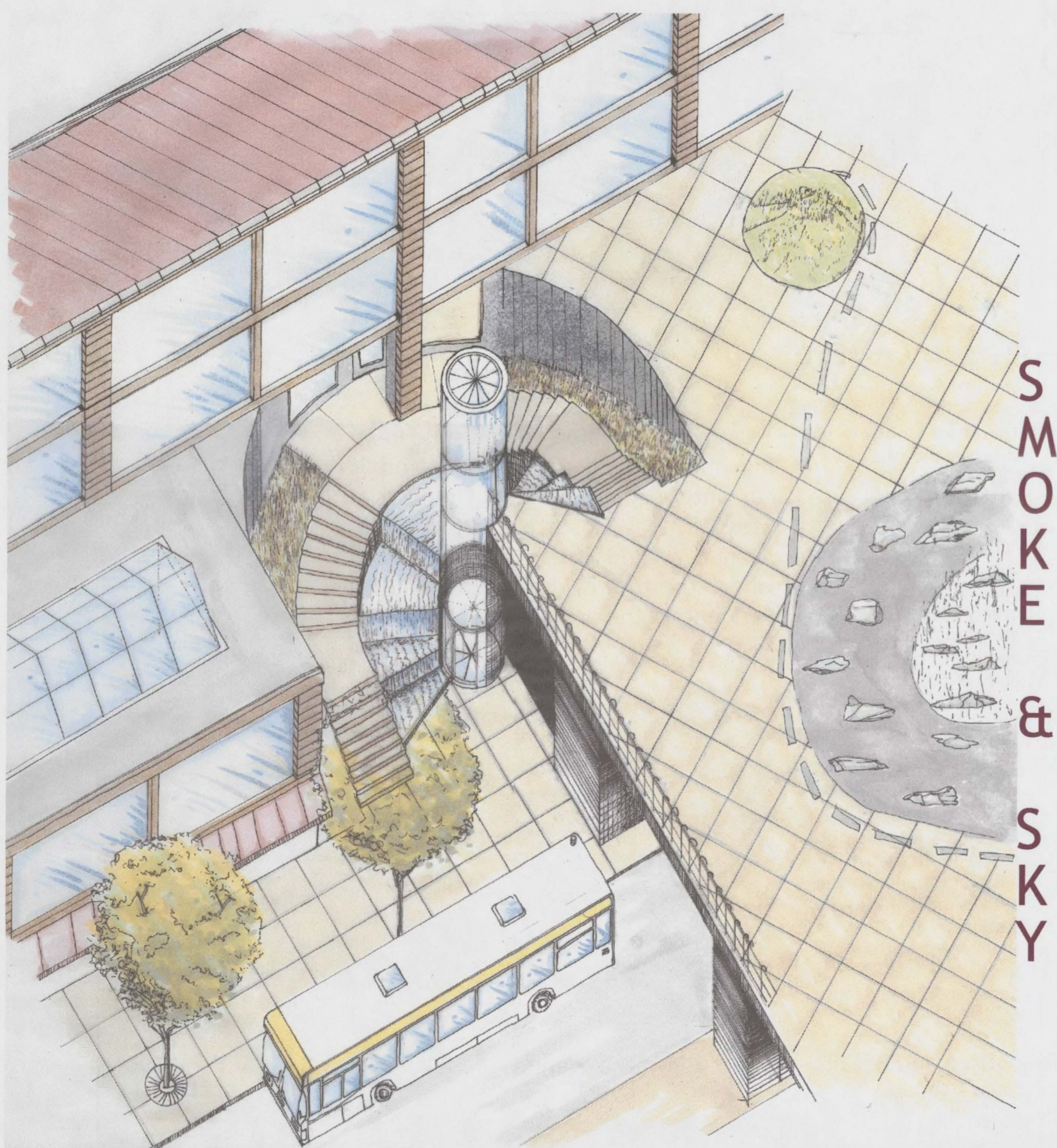


Section B - B' looking north along Franklin Avenue

The Franklin Avenue LRT station canopy and high rise apartment buildings in the Phillips neighborhood can be seen from this perspective. Sidewalks flanking Franklin Avenue conveniently separate the vehicles from the pedestrians. All pedestrian and bicycle traffic move to the station plaza above while the vehicular traffic travels beneath.

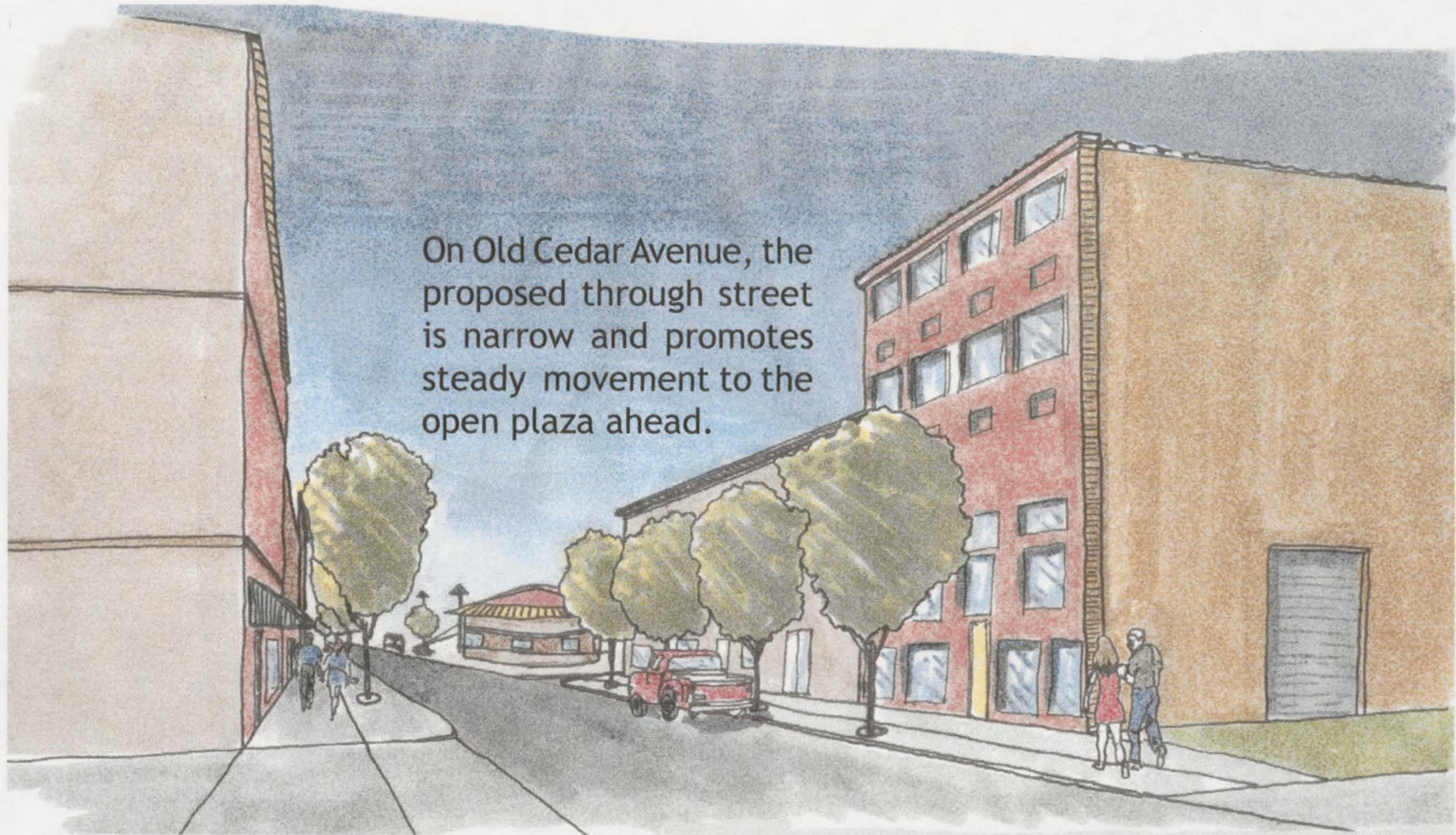


Section A - A' looking west on Franklin Avenue from the intersection of Cedar and Minnehaha Avenues



Axon view of the office / retail building facing Franklin Avenue and the plaza, featuring the Franklin Avenue bus stop and the circular stairs, elevator, fountain and grass mound.

On Old Cedar Avenue, the proposed through street is narrow and promotes steady movement to the open plaza ahead.

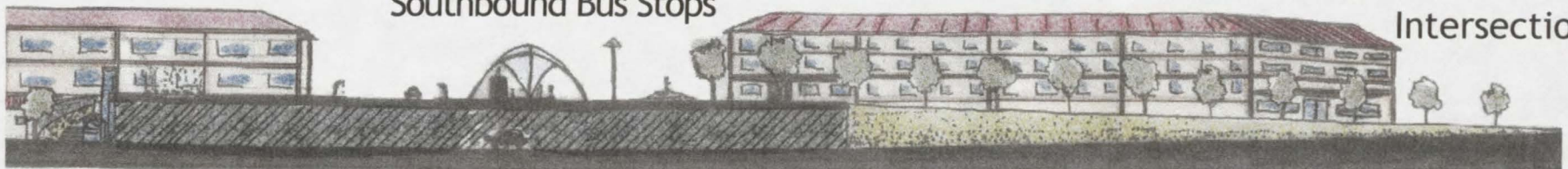


Stairs, Elevator and Franklin Bus Stop

LRT Station, Plaza, Old Cedar Ave. and North/Southbound Bus Stops

Housing and Retail

Cedar/Minnehaha/Franklin Avenues Intersection



Section B - B' shows Franklin Avenue traveling under the LRT Station and Plaza

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